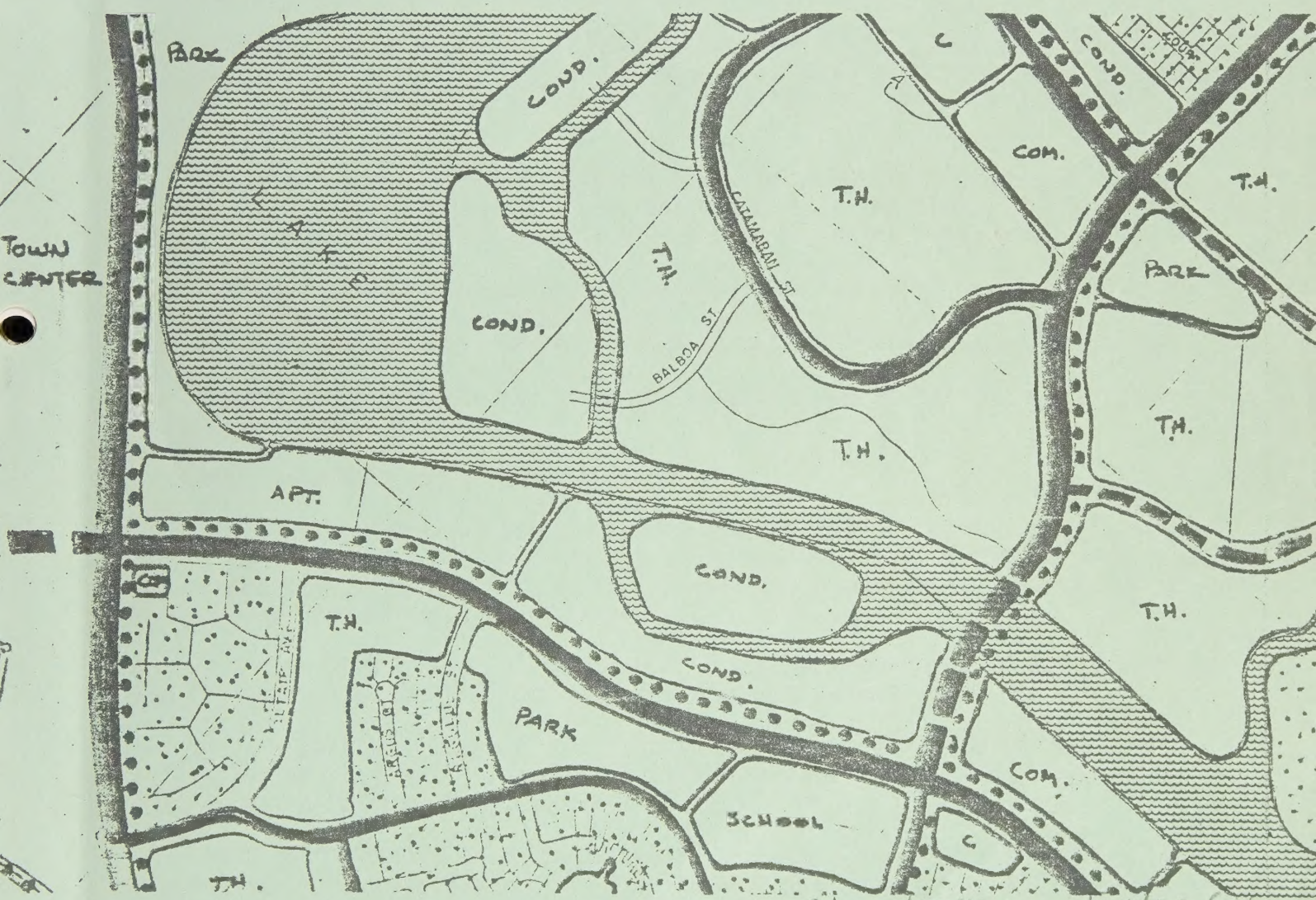
GP-2

LAND USE AND CIRCULATION ELEMENT

[see revision in pocket inside back cover]



City planning
Land util.
Streets

Foster City
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FOSTER CITY PLANNING DEPARTMENT

CIVIC CENTER, 610 FOSTER CITY BOULEVARD, FOSTER CITY

RESOLUTION NO. 74-94

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOSTER CITY ADOPTING THE LAND USE AND CIRCULATION ELEMENT OF THE CITY OF FOSTER CITY GENERAL PLAN

CITY OF FOSTER CITY

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FOSTER CITY, as follows:

WHEREAS, the Staff of the Department of Planning did prepare and present to the Foster City Planning Commission the Land Use and Circulation Element of the City of Foster City General Plan; and

WHEREAS, said Element of the General Plan was heard before the Planning Commission after notice duly given on August 15, 1974, and continued to September 19, 1974, at which time all persons interested were given the opportunity to be heard; and

WHEREAS, on September 19, 1974 the Planning Commission did pass and adopt Resolution P-5-74 approving said Land Use and Circulation Element and endorsing it for consideration by the Council of the City of Foster City; and

WHEREAS, said Element of the General Plan was heard before the Council of the City of Foster City after notice duly given on at which time all persons interested were given the opportunity to be heard; and

WHEREAS, this Council has given due consideration of said Element of said Plan as presented.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Land Use and Circulation Element of the City of Foster City General Plan supersedes the previously adopted Land Use Plan and is a comprehensive document which can be used as a guide in planning and implementing the physical changes in land use brought about by development.

2. The City Council of the City of Foster City hereby adopts said Land Use and Circulation Element of the City of Foster City General Plan.

3. A certified copy of this Resolution shall be prepared and bound with all copies of the Land Use and Circulation Element of the Foster City General Plan as an indication of the approval of this Council.

PASSED AND ADOPTED as a Resolution of the City Council of the City of Foster City at the Regular Meeting held on the 12th day of November, 1974, by the following vote:

AYES: Councilmen Lappin, Larsen, McGrew and Mayor Duffelmeyer

NOES: None

ABSENT: Councilman Matsuo

ABSTAIN: None

H. JAMES DUFFELMEYER, MAYOR

ATTEST:

ANDREA M. PAVONE, CITY CLERK

I hereby certify that the foregoing is a full, true and correct copy of Resolution No. 74-94 duly adopted by the City Council of the City of Foster City at its Regular Meeting of November 12, 1974.

ANDREA M. PAVONE, CITY CLERK

RESOLUTION NO. P-5-74

A RESOLUTION OF THE FOSTER CITY PLANNING COMMISSION ENDORSING AND RECOMMENDING THE LAND USE AND CIRCULATION ELEMENT OF THE CITY OF FOSTER CITY GENERAL PLAN.

CITY OF FOSTER CITY PLANNING COMMISSION

BE IT RESOLVED BY THE CITY OF FOSTER CITY PLANNING COMMISSION, as follows:

WHEREAS, said Element of the General Plan was heard after notice duly given before this Commission on August 15, 1974, continued to September 19, 1974, at which time all persons interested were given the opportunity to be heard; and

WHEREAS, this Commission has given due consideration of said Element of said plan as presented.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Land Use and Circulation Element of the City of Foster City General Plan supersedes the previously adopted Land Use Plan and is a comprehensive document which can be used as a guide in planning and implementing the physical changes in land use brought about by development.

2. The Commission approved said Land Use and Circulation Element and endorses it for consideration by the Council of the City of Foster City.

3. A certified copy of this Resolution shall be prepared and bound in with all copies of the Land Use and Circulation Element of the Foster City General Plan as an indication of the endorsement and approval of this Commission.

PASSED AND ADOPTED by the City of Foster City Planning Commission at a Regular Meeting thereof held on the 19th day of September, 1974, by the following vote of the members thereof:

AYES: Commissioners Dozier, Hong, King and Chairman Chinn.

NOES: None.

ABSENT: Commissioner Kundupoglu.

ABSTAIN: None.

Roger Chinn, Chairman
City of Foster City Planning Commission

LAND USE AND CIRCULATION ELEMENT

PREPARED FOR THE FOSTER CITY PLANNING COMMISSION
BY THE FOSTER CITY PLANNING DEPARTMENT

CITY COUNCIL

H. James Duffelmeyer, Mayor
John M. Lappin, Vice Mayor
Eileen M. Larsen
Kiyoshi Matsuo
John M. McGrew

CITY PLANNING COMMISSION

Roger Chinn, Chairman
Lee Dozier, Vice Chairman
Robert Hong
Milton King
Aysun Kundupoglu

TRANSPORTATION COMMITTEE

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Kiyoshi Matsuo
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Marvin Baker
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DEPARTMENT OF PLANNING

Jack R. Rogoway, Planning Director
Arthur M. Stout, Associate Planner, AIP
Sam V. Flora, Zoning Administrator
Anna G. Trachtenberg, Secretary
Susan Hatter, Secretary

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INTRODUCTION

INTRODUCTION

This report describes the provisions of the Land Use and Circulation Elements of the General Plan and the objectives and recommended policies for the physical development of the Foster City Planning Area.

The policies expressed herein are concerned with the character, extent, location and quality of land development; the location of public facilities; the distribution of commerical and industrial activities; the relationship of traffic and pedestrian circulation facilities to other uses and activity areas; and the character, function and location of open spaces and parks.

The General Plan incorporating these provisions will serve as the overriding public policy framework for all future physical development. More detailed policies and programs will be prepared to supplement and to implement the General Plan.

These will include the Open Space and Conservation Element, which has already been adopted, a Housing Element and the recently added elements-Seismic Safety, Safety, Sound and Scenic Highways. The above elements represent the mandatory elements as required by the Government Code.

In addition, other elements are also included in the overall General Plan Program, such as Transportation, Transit, Public Facilities, Community Design, Public Building and Recreation. These elements in total will provide the community with an effective comprehensive General Plan.

Authority

Section 65300 of the State Government Code requires that each planning agency shall prepare and each City shall adopt a General Plan for its physical development. In addition the codes require that the General Plan shall include both Land Use and Circulation Elements.

With regard to the Land Use Element, the Legislature finds and declares the following:

> "A Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The Land Use Element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."

With regard to the Circulation Element, Section 65302 of the Government Code describes this element as follows:

> "A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the Land Use Element of the plan."

Purpose and Scope

The major purpose of the Land Use and Circulation Element is to set forth the various uses planned for land within the City of Foster City and the means of moving people and goods within and through the community. This study identifies and analyzes land use and circulation needs and issues;

provides a statement of objectives and policies for land use and circulation needs and priorities, distinguishing among short, middle and long term periods of implementation; includes a description of land use intensities including the relationships of such uses to social, environmental and economic goods and objectives; shows the proposed circulation system including the interrelationships among system parts; provides a description of land use patterns in both descriptive and graphic form; outlines the objectives and policies and the timing or staging of program implementation.

Approach

The State empowers cities to regulate land use for the health, welfare, and safety of the public. Regulation of land must recognize the impact which development and use of land have on other activities in the vicinity: Circulation and movement of people and goods, expending of scarce open space and natural resources, and the need for public facilities to serve the population. The Land Use Element, which is combined here with the Circulation Element and the General Plan Map, is treated in terms of the following components: residence, commerce, professional offices, industry, public uses (such as schools, public buildings and grounds, transportation terminals), open space and water and utilities.

The circulation aspect of this report considers local circulation goals and requirements and relates this information to circulation on a regional scale. The basic objective is to offer a balanced circulation system which will promote public health, welfare and safety and preserve and enhance the quality of the community's environment.

BACKGROUND

BACKGROUND

Formation of Community

Foster City is a "Planned Community", a Community conceived, constructed and implemented on the basis of an organized program of development. The Community was first established in 1960 as the Estero Municipal Improvement District by a special act of the State Legislature. The District consisted of about 2,600 acres of land controlled by T. Jack Foster & Sons and referred to at that time as Brewer Island. The primary function of the District was to provide the necessary funding for dredging, filling land for building site preparation, the acquisition and construction of both a water and sewer system, the construction of bridges, streets, storm drainage, lagoons and other facilities specified in the General Plan.

In April, 1971, the City of Foster City was incorporated and although the District and City land areas are not altogether the same, for all practical purposes, they are generally recognized as being the same area. The City area does include about 9700 acres of bay waters. The incorporation also provided for the establishment of the Board of Directors of the District and the members of the City Council as being the same persons. The purpose of the incorporation was to make available, for the benefit of the citizens, certain state revenues and subventions such as sales tax, cigarette taxes, motor vehicle, in-lieu taxes, etc. for public purposes. Among other things it also made it possible for the City to establish its own Planning Commission, adopt its own General Plan, provide for the establishment and enforcement of its own development regulations and generally provide for the control of its own destiny.

General Plan Development

The initial General Plan was initiated by T. J. Foster in 1960. This plan included a system of parks, lagoons and related recreation areas, both public and commercial. This plan was adopted by the San Mateo County Planning Commission in 1961.

An amended General Plan was submitted by the developer, T. Jack Foster Jr., to the San Mateo County Planning Commission in August, 1966. In July, 1968 a revision of acreage allocation was made. The revised allocation included 123.7 acres in school sites, 11 acres in parks and 184 acres in lagoons.

After the City incorporated in 1971 a revised General Plan was adopted with an allocation of 1089 acres in residential, 157 acres in parks, 138 acres in schools and 184 acres in lagoons. With the exception of some adjustments to the residential areas this plan was still the accepted General Plan in effect at the time of this writing. See community neighborhood map. (See Exhibit A)

Socio-Economic Characteristics

Population

Population growth has been substantial in relative and in absolute terms in the Foster City Community area during the 1960-1970 census period, and reflects the rate of overall development during that period from the beginning to 1970. A 69% average annual compounded rate of growth of population would be implied by 1960 and 1970 census figures. (50 persons in 1960 -- 9,522 persons in 1970). However, Foster City population has grown in stages as large acreages have been reclaimed and improved and as large residential development has proceeded.

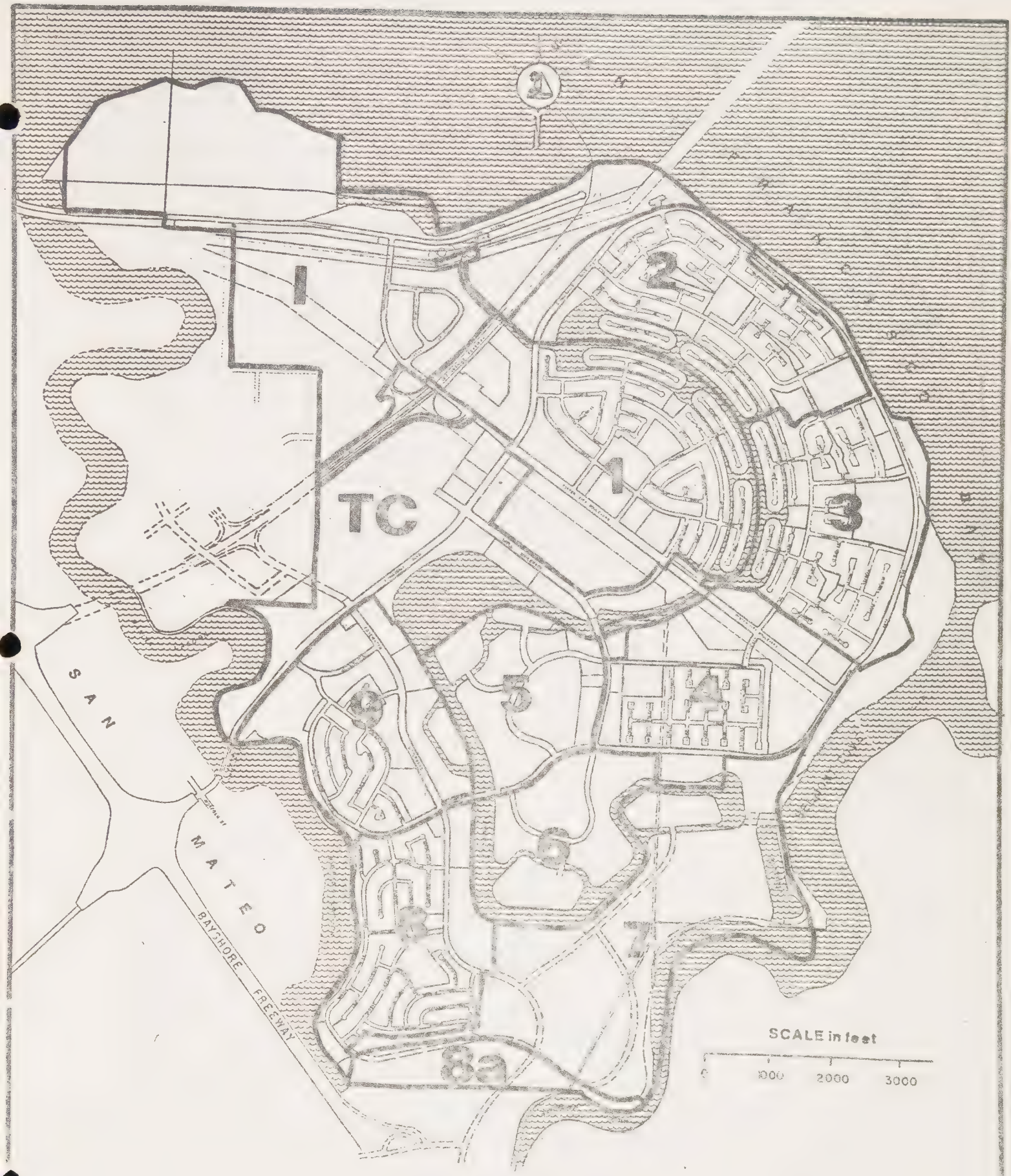


EXHIBIT A

NEIGHBORHOODS

Besides the U.S. Census, there are only two population series estimates which are available to describe the intercensal levels of population: The California Department of Finance Census and the Foster City Building Department estimates based on construction information. Table "A" represents official population estimates annually from 1960 to 1990. As part of the Marina High School Feasibility Study prepared in April 1972, a projected population for full development was estimated at 36,500 persons. This estimate was based upon estimated neighborhood housing allocations and forecasted household sizes per dwelling type. This estimate has been revised, as of this report, on the basis of a re-analysis of housing forecasts and it is now estimated that total population will be approximately 34,304 persons (See Table "A").

TABLE "A"

OFFICIAL POPULATION ESTIMATES
FOSTER CITY & ESTERO MUNICIPAL IMPROVEMENT DISTRICT, 1960-1990

Year	Government Population Estimates	District/City Population Estimates[3]	% Changes
1960	50[1]	--	--
1961	--	--	--
1962	--	--	--
1963	--	--	--
1964	--	--	--
1965	--	2,159	--
1966	--	5,190	+140
1967	6,100[2]	6,319	+ 22
1968	--	8,159	+ 29
1969	7,240[2]	9,666	+ 19
1970	9,522[1]	11,658	+ 21
1971	11,682[2]	15,370	+ 32
1972	--	16,823	+ 9
1973	--	19,750	+ 18
1980		30,000	+ 52
1990		34,000	+ 13

1. U. S. Census
2. State Department of Finance
3. Building Department, Foster City

Employment

Foster City is favorably located to employment centers in the San Francisco Peninsula and Central Alameda County areas by its location midway between San Jose and downtown San Francisco and to the East Bay via the San Mateo Hayward Bridge.

Foster City is also actively trying to attract businesses into the City with about 210 acres zoned commerical and about 390 acres zoned industrial. A review of the County Labor Market Survey 1971-1972 prepared by the Human Resources Development Agency indicates that following the 1970-1971 economic slump, San Mateo County experienced moderate job growth in 1972. Trade and services currently employ the most workers in the County and have been growing strongly, a trend which is expected to continue. Manufacturing jobs continued to decline from the 1969 high point, primarily due to rapidly falling employment in the electrical machinery industry. This industry appears to have turned the corner, however, and the number working will rise.

After rapid growth during the 1960's due primarily to expansion of San Francisco International Airport, jobs in transportation, communication and utilities decreased in 1971 and 1972. Airlines were the dominant influence, cutting the number on payrolls. However, the expansion of the San Francisco Airport will lead to additional employment.

The Labor Market Survey further indicates that the area experiences a fairly consistent demand for well qualified clerical workers, thus the secretary or clerk-typist with good skills generally find little difficulty in obtaining employment. The growing volume of trade has created demand for salespersons, particularly those possessing specialized sales experience.

Skilled craftsmen are usually in short supply during times of economic expansion. The high income areas provide opportunities for domestic help. The supply-demand relationship for engineers and technicians is subject to change according to federal allocation for defense and aerospace industries.

Labor Market

To illustrate Foster City's relationship to firms in its major labor market area, San Mateo County, Table "B" shows employment sectors in the county as compared with Foster City.

It would appear that a more self supporting economic condition might be obtained within the community by encouraging more trade and service facilities such as a regional shopping center; business and professional offices; commerical-industrial industries, such as a car center; and skilled industrial uses such as research centers. All would assist in providing a substantial tax base as well as encouraging local employment opportunities. The strongest similarity exists in the trade and service sectors.

TABLE "B"

EMPLOYMENT BY INDUSTRIAL SECTOR
FOSTER CITY COMPARED WITH SAN MATEO COUNTY

Sector	Foster City		San Mateo County	
	No.	%	No.	%
Construction	124	3.3	10,900	5.2
Manufacturing	592	15.6	29,600	14.1
Transportation, Communication and Utilities	565	14.8	29,300	14.0
Wholesale & Retail Trade	868	22.8	47,600	22.7
Finance, Insurance, and Real Estate	396	10.4	8,300	4.0
Service	944	24.8	32,900	15.7
Government	276	7.2	29,700	14.1
Other	41	1.1	21,700	10.3
Total	3808	100%	210,000	100%

Source: U. S. Census 1970. Labor Force characteristics of the population
Census Tracts 6080, 6081, 6082 and 6083
County Labor Market Survey 1971-1972 Dept. HRD

Place of Employment

In reviewing places of work, it is not surprising to find that the greatest percentage of persons employed work in San Mateo County (60.3%). The second largest employment area is San Francisco County with 23.2%. Table "C" provides the distribution of labor force by employment area. San Francisco is a major destination for Foster City residents who are engaged in commercial, financial, trade and visitor related activities. Hayward and Alameda County to the east are significant industrial labor markets, as is Santa Clara County to the south.

TABLE "C"

PLACE OF WORK
RESIDENTS OF FOSTER CITY
1970

Location	Number	%
San Francisco County	879	23.2
Alameda County	147	3.9
San Mateo County	2289	60.3
Contra Costa County	7	.2
Other	472	12.4
Total	3794	100%

Source: U. S. Census, 1970. Social characteristics of the population Census Tracts 6080, 6081, 6082 and 6083

Income

In 1970, the U. S. Census showed that approximately 80% of the families living in the Foster City Community received annual incomes between $12,000 and $50,000 plus. Table "D" shows the income distribution. According to the census, Foster City families had a mean income of $16,336 and a median income of $16,050 as compared with the county which had a mean income of $15,138 and a median income of $13,222. The City of San Mateo, which in 1970 Foster City was a part, had a mean income of $14,703 and a median income of

$13,067. With a proper balance of service facilities and amenities coupled with a significant land area for development, it is expected that property values and the associated income will continue to increase.

TABLE "D"

ANNUAL INCOME OF FAMILIES AND
UNRELATED INDIVIDUALS
1970

Income	No. Families	%
Less than $1,000	26	1.1
1,000 - 9,999	185	7.8
10,000 - 11,999	271	11.4
12,000 - 14,999	392	16.4
15,000 - 24,999	1127	47.2
25,000 - 49,999	370	15.5
50,000 or more	16	.6
Total	2387	100%

Mean income $16,336
Median income $16,050

Source: U. S. Census, 1970: Income Characteristics of Population Census Tracts, 6080, 6081, 6082 and 6083

According to the U. S. Census, 1970, the mean income per household for the Foster City area was $17,859. The Sales Management Survey of Buying Powers for San Mateo County indicates that the average increase in mean household incomes between the year 1970 and 1972 increased 19.63 percent. Applying this increase to the mean household income for Foster City results in a mean household income in 1972 of $21,365. During the year 1973 the County average increase of household income over 1972 was 6.94 percent. Again applying this percentage to the 1972 Foster City mean household income, the mean household income for 1973 would now be $22,848.

Retail Sales

A review of the retail sales transactions conducted in Foster City reveals that there is a definite out-migration of retail sales, that is, there is more money being spent in retail outlets outside of Foster City than inside. Table "E" shows the amounts of retail sales being made in San Mateo County and Foster City outlets by quarters. On the basis of retail sales through 1973, the per capita sales in San Mateo County amounted to $2,165 based on an estimated population of 562,000 persons while during the same period the per capita sales in Foster City was $382 based on an estimated population of 19,320 persons. Applying the county average to the residents of Foster City, approximately $34.5 million in retail sales were made in retail outlets outside Foster City. In other words only 17.6% of the total retail sales made by people in Foster City were made in Foster City retail outlets.

TABLE "E"

SAN MATEO COUNTY AND FOSTER CITY
By Quarters 1971, 1972 & 1973

Quarter	San Mateo County Total Retail Sales	Foster City Total Retail Sales
3rd (1971)	$211,500,000	$ 546,000
4th (1971)	253,587,000	645,000
1st (1972)	213,765,000	536,000
2nd (1972)	235,597,000	665,000
3rd (1972)	263,177,000	1,019,000
4th (1972)	308,910,000	1,352,000
1st (1973)	268,246,000	1,284,000
2nd (1973)	297,138,000	1,488,000
3rd (1973)	299,888,000	2,000,000
4th (1973)	351,718,000 (estimated)	2,600,000 (estimated)

Source: Taxable sales in California, State Board of Equalization

Although it has been the past policy to place the major emphasis on encouraging residential development, the significant differential between this City's present population and the taxable retail sales now suggests that a strong campaign be instituted to encourage the planned expansion of retail outlets in order to provide those facilities which the City needs and can support, and to capture locally those taxable retail sales which are necessary for both increasing local revenues and establishing a broader spectrum of revenue resources. For example, the development of a regional shopping center of 900,000 square feet, as has been suggested for this general area, could generate annual taxable retail sales of almost $80 million. If this facility were part of Foster City the net result would reverse the present trend and create an in-migration of retail sales.

Physical Characteristics

Land Characteristics

Foster City occupies land that is typical of many square miles of tidal marsh lands and small embayments fringing San Francisco Bay that have been reclaimed for urban development. Such low lying border regions are typical of land areas receiving alluvial materials from the more elevated and tributary drainage basins. They are characteristically regions of marshes, swamps, levees and other deltaic land forms and tidal flats, interconnected by distributories, tidal streams and bordered by shallow estuaries.

Land Reclamation

The area now consisting of Foster City was virtually reclaimed some fifty to sixty years ago by the constructing of perimeter dikes. The area was in use as salt ponds and dairy farming prior to the development of the community. The salt ponds were drained and dried in the early 1960's. The native soil

consist primarily of soft compressible silty clay (bay mud) with varying amounts of decayed vegetation to an estimated depth of 35 to 45 feet below original ground surface. These soft soils are probably underlain by stiff clayey soils. These soft soils will compress under the weight of fill and building loads.

The reclamation of this area for urban development began in 1962 and by 1968 approximately 14.5 million yards of fill had been distributed throughout the community, completing about 1700 acres for development. There is still about 800 acres of land left to be treated to fulfill the present General Plan program. The U. S. Corps of Engineers under a resent interpretation of the River and Harbor Act of 1899 has required the City to file an additional permit for completion of the remaining undeveloped areas as shown on Exhibit "B". It is expected that development will proceed as projected in the General Plan.

Weather

The Community experiences a marine type climate similar to that at the San Francisco Airport. The winters are relatively mild and wet; the summers dry and cool. Because of the marine influence, the daily and annual temperature range is relatively narrow. The average annual temperature is 56 degrees. Prevailing wind is from west to northwest. The average wind velocity throughout the year is eight miles per hour, although in the summer months the average increases to about twelve miles per hour. Severe storms and gale winds occur only occasionally; however, unusual wind velocities of fifty miles per hour have been experienced in summer, as well as winter. The afternoon winds together with a typical morning overcast, are responsible for the generally cool summers.

EXHIBIT B

REMAINING UNDEVELOPED AREAS TO BE COMPLETED

Winter rains (December through March) account for about three-fourths of the average annual rainfall of about eighteen inches.

Water Resources

The 1961 Preliminary General Plan stated as one of its major development policies:

> "The City will take advantage of its bayside location by providing recreational areas and marina lots adjacent to the water and by developing a lagoon system for boating and other aquatic activities."

This policy has really become the major benchmark in the identification of Foster City. Its image as a "water oriented" community is well renowned. There are four basic water facilities as part of the total water resource system, each one providing certain functions.

1. San Francisco Bay. Obviously the bay is the primary resource for all the other water systems. It provides the water to Belmont Slough, Marina Lagoon as well as Foster City Lagoon. The City's projection into the bay coupled with the prevailing north-northwest air flow in the summer and a southerly flow in the winter tends to disperse air pollution and creates a natural "air conditioning" effect. Although the bay is at the present time providing minimal recreational opportunities the development of the Foster City Marina and the bay shore pathway park system would provide a number of recreational opportunities such as boating, fishing, observation of wildlife, hiking, biking, etc.

2. Belmont Slough. This system provides three important functions. First, it provides a source of flushing action to the Foster City Lagoon which maintains the viability of the lagoon. Second, it provides a similar action in controlling water levels in the Marina Lagoon and thirdly, it provides a natural

wildlife refuge as a result of its tidal action, mud flats and marshland vegetation.

3. Marina Lagoon. Originally a slough similar to Belmont it has been converted to a lagoon system by the City of San Mateo with gates and a pumping system at the north end. Its conversion to a lagoon was predicated on its utilization as a storm drainage retention basin. It also serves as a boating area for people owning residential structures along its shoreline. It is proposed that its frontage in Foster City will be used to provide public access by both a pathway system and a public boating launching facility. A portion of this pathway system has already been included in the Shell Cove Townhouse project.

4. Foster City Lagoon. This lagoon, unlike Marina Lagoon, was entirely man made. Similar to Marina Lagoon, however, it is also used as a storm drainage retention basin with tide gates at the south end and pumps at the north end. Being an integral part of the General Plan concept a system of islands were constructed in order to provide a large number of lots with lagoon frontage, thus encouraging the use of the lagoon for boating purposes. This was further encouraged by the construction of 22 foot high bridges, which accommodates a relatively large number of sailboat classes. Power boats are prohibited. Most of the City's larger parks are located on the lagoon thus providing an added dimension to the recreation program.

Land Use Survey & Analysis

In order to better understand the existing land use patterns and characteristics, the following section is devoted to an evaluation and analysis of the existing major land use classifications of urban activity systems within the community. To start with, an inventory was prepared qualifying the various existing land use categories. Table "F" presents a summary of this information.

TABLE "F"
EXISTING LAND USE
March, 1974

Land Use	Acres	Percent Developed Land	Percent All Land
Residential	801.7	50.0	30.6
Commercial	44.7	2.8	1.7
Industrial	25.0	1.6	1.0
Parks	153.8[1]	9.5	5.8
Schools	35.6	2.2	1.4
Other Public & Semi Public	24.7	1.5	.9
Streets & Highways	318.0	19.8	12.1
Lagoon	202.2	12.6	7.7
Total Developed Land	1,605.7	100.0	61.2
Vacant	1,013.3		38.8
Total Land	2,619.0		100.0
Bay Waters	9,726.6[2]		
Total Area City	12,346.6		

Source: City Planning Department

1. Includes 33.4 acres in bay waters for which City has received a life-of-structure permit from State Lands Division.

2. Does not include area in item 1 above.

Residential Land Use

Nearly 50 percent, or 802 acres of the total developed acres of Foster City are devoted to residential use. This relatively high percentage of residen-

tial use indicates that the City functions principally as a residential satellite in the San Mateo County Metropolitan Region.

Single family detached development represents the dominant housing type accounting for 47 percent of all housing units and 30.0 percent of total developed land. In Foster City, all townhouse units are developed so that each unit and its land area are sold as single family attached units. Streets and open spaces areas are in common ownership. The combination of all single family units (attached and unattached) are 57.7 percent of all dwelling units and 38.8 percent of all developed acres.

Apartment units represent the second largest residential type accounting for 35.8 percent of all housing units and 615 percent of all developed land. Condominium units are a relatively new housing type and presently account for only 5.9 percent of all units. Table "G" provides a breakdown of existing residential dwelling units by type.

TABLE "G"
EXISTING RESIDENTIAL DWELLING UNITS
BY TYPE
March, 1974

	D.U.	% D.U.	Acres	% Dev. Land
Single Family	3101	47.0	480.9	30.0
Two Family	40	.6	6.7	.4
Apartment	2367	35.8	104.9	6.5
Townhouse	701	10.7	140.4	8.8
Condominium	385	5.9	68.8	4.3
Total Dwelling Units	6594	100.0	801.7	50.0

Source: City Planning Department

In the initial development period (1964-70) the primary housing type was single family detached units. According to U. S. Census of Population - 1970, 75% of

the single family detached units were constructed prior to 1970. Ninety percent of all housing recorded in the census was constructed between 1964-1970 (2505 units).

The various housing types provide for a variety of choice, a significant advantage when trying to encourage a diversified population -- income and age-wise. It is expected that more information regarding housing characteristics will be defined as part of the development of the Housing Element (the next element to be developed as part of the General Plan Program).

The problem of housing maturation, although not a significant factor now, may become an important factor in future years, due to the short period of housing development. Importance will, of course, depend upon: structural factors (how well buildings will hold up under aging, settlement, seismic impacts, etc.); community amenities which have an effect upon community desirability (major shopping center, high school, commercial-recreational facilities, public transit, etc.); and future competitive housing markets which could switch emphasis away from Foster City such as Redwood Shores or larger residential redevelopment areas in adjacent communities) -- this factor could be adversely effective, particularly if our community lacked the above mentioned amenities.

Being that residential development represents the dominant and most important land use in the community its continued maintenance and quality will greatly depend upon the many amenities that create a feeling of desirability and a sense of community. Therefore, a program of balanced land use is necessary to maintain a healthly and viable city.

Commercial Land Use

Forty four and seven tenth acres or 2.8 percent of the total developed area of the City are used for commerical purposes. Commercial uses include retail

service and office activities. Of the total commercial acreage, about 54 percent, or 24.3 acres are devoted to retail and service activities. This is a significantly small amount as related to the total population, and is clearly emphasized by the out-migrating retail sales data as reported in the socio-economic section of this report. This is partly explained by the fact that the rapid rate of growth creates a lag which makes it difficult to establish a balance between facilities and spending, after all, convenience centers depend upon available local purchasing power which follows development. No doubt adequate centers will be established to ultimately meet such needs.

The major problem which now exists in the establishment of a regional shopping facility is not dependent upon local market and may have been encouraged earlier in the Community's development. There presently exists a strong competitive situation for establishing such a center in this general area. A concerted effort should be undertaken to encourage the development of such a center in Foster City. This facility is extremely important, not only to provide a balanced commercial market; but to also provide a better balance in tax revenue. In lieu of a regional center, the community will have to evaluate what course of action must be taken to accommodate the commerical community.

The General Plan presently designates neighborhood centers at various locations in the Community with a major commercial facility in Town Center. This plan provides for commerical diversification -- that is -- convenience facilities in neighborhoods (food stores, drugs, liquoir, cleaner, beauty or barber shop, etc.) while at the same time providing through the town center the necessary comparable and specialty goods where a various number of stores and shops, many merchandising the same product (clothes, shoes, furniture), can be found.

Normally this situation occurs as a result of a community forming around an established downtown nucleus. In the case of Foster City, such nucleus must be created. Unfortunately, a downtown for Foster City is the same as a regional shopping center if developed in an adjoining community; and according to market demands the regional area could presently support only one such facility. Therefore, the development of such a center outside of Foster City would signifcantly change the emphasis of the Town Center as a central core or nucleus as presntly proposed on the plan.

With the exception of Marlin Cove, all office uses are located either along Hillsdale Boulevard, or in the industrial park area. Both locations are well located to the major highway systems for business and employee access. Almost 1/3 of the industrial park area is devoted to office use (4.7 acres). It is common in Foster City to find light industrial uses in combination with office since most of the industrial uses are either warehousing (low intensity use) or office uses with warehousing as accessory uses (eg: sales distributor). It is expected that office activities will continue to develop along the north side of Hillsdale Boulevard both east and west of Foster City Boulevard.

Industrial Land Use

Industrial land use represents only 1% of the total developed land area in Foster City. This land is mostly located within the industrial park area, however, there is additional land being developed in warehousing in the adjacent area southeast of the industrial park across U. S. 92. This is part of the area being considered for an ice skating arena.

There was a relatively large amount of land allocated in the former General Plan for industrial purposes in the area surrounding the industrial park. One of the deterrents to its development has been the necessity of reclamation (filling and preparing the land for use) and the need for an overall development plan for establishing a program for providing the needed reclamation, street and utility facilities.

Parks and Schools

Park area represents 153.8 acres or 9.5 percent of the total developed area of the City. Schools compose 35.6 acres or 2.2 percent of the total developed land.

Table "H" describes existing park and recreation areas within the City including 33.4 acres of land located within Belmont Slough, owned by the State Land Division and controlled by the City under a life-of-structure permit (for 49 years issued in 1964). Exhibit "C" shows the location of areas described in Table "H".

Foster City is more fortunate than most communities by having two major water facilities which add significantly to its recreational potential - Foster City Lagoon and San Francisco Bay. The provision of additional boat access to both facilities would greatly enhance these recreational opportunities. It is expected that with the development of Neighborhood 7 and 8A, at least one additional public boat launching facility will be needed. The development of the boat marina on Belmont Slough and the establishment of pathways along the dikes areas would provide both pedestrian and boat access to the Bay.

The proposed park located in Neighborhood 6 is located in an area being developed and proposed for townhouse and condominium purposes, uses which, from a

TABLE "H"

EXISTING PARK & RECREATION

No.	Neigh.	Name	Function	Improved	Parcel No.	Acres
1	1	Erckenbrack	Park	Yes	H	3.518
2	1	Pilgrim	Walkway	Yes	E & F	.871
3	1	Constitution	Walkway	Yes	J & K	.858
4	2	Killdeer	Park	Yes	A	2.426
5	2	Gull	Beach Park	Yes	K	3.139
6	2	Turnstone	Park	Yes	I	1.553
7	2 & 3	Pedway Park	Walkway	No	State & 3	1.000
8	3	Shad	Park	Yes	B	2.116
9	3	Pompano	Park	Yes	C	.615
10	3	Marlin	Beach Park	Yes	D	3.068
11	3	Sunfish	Park	Yes	H	2.421
12	3 & 4	San Mateo Co.	Walkway	No	6	1.680
13	3 & 4	Wildlife Refuge	Refuge	No	A & B	33.400
14	4	Ketch	Park	Yes	C, 256 & 257	1.613
15	4 & 5	Catamaran	Beach Park	No	K & D	9.055
16	7	Sea Cloud	Regional Park	No	23	50.000
17	8	Boothbay	Park	No	G	2.212
18	9	Edgewater	Park	Yes	G & F	8.580
19	9	Arcturas	Park	Yes	I	.750
20	9	Shell Cove	Walkway	No	Lot A (2925')	.671
21	T.C.	Central Park	Park	Yes	B	13.267
22	T.C.	Rec. Center	Center	Yes	D	7.778
23	T.C.	Marlin Cove	Boat Park	Yes	H	3.168
						153.759
24	2	Fishing Bridge	Fishing Bridge	Yes *		

* This facility is located on state land by agreement only

EXHIBIT C

EXISTING PARKS & RECREATION SPACES

selling point, provide their own open space and recreational facilities (swimming pools, tennis courts, etc.) The question is proposed whether such developments require the same necessary public neighborhood park facilities that would usually be associated with areas like Neighborhoods 1, 2, 3, 4, 8 and 9.

The provision and designation of park areas in Neighborhoods 6, 7, 8 and 8A are tied to the designation of future school sites serving these neighborhoods.

City school officials have indicated that for planning purposes there would be a need for a total of five elementary sites and one, or possibly two, middle schools for Foster City. Two elementary sites are suggested to serve the southern portion of the City, one site at Edgewater Park and the other somewhere in Neighborhood 7. School officials believe that the Boothbay site is too close to Edgewater and the double site adjacent to Sea Cloud Regional Park is too far removed from development. Therefore, a fourth site somewhere between Boothbay and the double site is considered to be the most desirable. This site might be considered in connection with a possible second middle school. Under this consideration Boothbay school site might be obtained as an expansion of the existing Boothbay Park and the existing double site could be used to provide the additional 25 acres required to expand Sea Cloud Regional Park. The remaining portion of the double site could be reallocated to other uses.

The median $40,000 (1970 Census - and undoubtedly much higher now) cost of a single-family house in Foster City compared with $31,000 in San Mateo indicates that Foster City residents contribute more than the typical county household to school financing and could expect neighborhood schools.

Enrollment of Foster City students in the San Mateo Union High School District was 1,070 in 1973. Projected Foster City enrollments through 1977-78 are shown in Table "I", which was taken from the Marina High School Feasibility Study

TABLE "I"

SAN MATEO UNION HIGH SCHOOL DISTRICT - ENROLLMENTS
Based on Opening of Marina High School 1975-1976

	Actual 1972-73		Estimated 1973-74		Estimated 1974-75		Estimated 1975-76	Estimated 1976-77	Estimated 1977-78
	Reg.	FC	Reg.	FC	Reg.	FC	Reg.	Reg.	Reg.
Aragon	1671	11	1663	4	1652	3	1649	1630	1599
Burlingame	1071	186	1026	331	1030	667	1038	1013	1010
Capuchino	1431	1	1417	1	1413	0	1392	1337	1320
Crestmoor	1573	0	1610	0	157	0	1548	1487	1429
Hillsdale	1895	18	1860	16	1800	15	1760	1676	1646
Mills	1485	55	1505	59	1523	0	1523	1496	1484
San Mateo	1434	654	1390	671	1372	549	1353	1350	1344
Peninsula	147	11	149	11	149	11	160	160	160
Marina	--	--	--	--	--	--	1394[1]	1547	1702
TOTAL	10,707	936	10,620	1093	10,513	1245	11,806	11,685	11,683
GRAND TOTAL	11,643		11,713		11,758		11,806	11,685	11,683

[1]Estimated enrollments based on Foster City enrollment projections.

SOURCE: "The Marina High School Feasibility Report", May, 1973.

prepared by the City, and are expected to rise each year.

The SMUHSD has recently proposed several alternatives regarding the use of high school facilities. The alternative which provides the use of 8 high schools, including the construction of Marina High School, has been endorsed by the City Planning Commission and City Council. This alternative, although most costly, proposes the concept of each community having its own school, a concept formerly endorsed by the School Board and still endorsed by Foster City.

Streets and Highways

Streets and highways represent 19.8 percent of the total developed area of the City or 318 acres.

U. S. 101 and State Route 92 Freeways are the two regional routes serving the City of Foster City. East Hillsdale and Foster City Boulevards, the major transportation arteries to and through Foster City, terminate within the City. Foster City Boulevard running north and south intersects the State Route 92 Freeway. East Hillsdale Boulevard runs west and east and intersects U. S. 101 (Bayshore Freeway).

The existing circulation network capacity in Foster City is outlined in Table "J". The design capacity of the existing transportation network in Foster City is at its maximum capacity in terms of roadway expansion, based on service level "D" in the Highway Capacity Manual Standards.

To estimate the magnitude and distribution of traffic on the circulation network for the final development year (1985) a transportation study was recently prepared by Wilsey & Ham as part of an environmental assessment of the impact

TABLE "J"

EXISTING ROADWAY CAPACITY - FOSTER CITY

Route	Road Segment	Capacity 1/
East Hillsdale Blvd.	Norfolk St. and Edgewater Blvd.	26,000
East Hillsdale Blvd.	Edgewater Blvd. and Shell Blvd.	27,000
East Hillsdale Blvd.	Shell Blvd. and Foster City Blvd.	27,000
East Hillsdale Blvd.	Foster City Blvd. and Gull Ave.	26,000
Edgewater Blvd.	East Hillsdale and Beach Park Blvd.	26,000
Edgewater Blvd.	Beach Park Blvd. and Biscayne Ave.	25,000
Altair Avenue	East Hillsdale Blvd. and Edgewater Blvd.	11,000
Shell Boulevard	East Hillsdale Blvd. and Catamaran St.	10,000
Shell Boulevard	Catamaran St. and Beach Park Blvd.	9,000
Foster City Blvd.	State Route 92 and East Hillsdale Blvd.	25,000
Foster City Blvd.	East Hillsdale Blvd. and Bounty Drive	27,000
Foster City Blvd.	Bounty Drive and Marlin Avenue	27,000
Third Avenue	City Boundary and Foster City Blvd.	25,000
Beach Park Blvd.	Shell Blvd. and Foster City Blvd.	27,000
Beach Park Blvd.	Foster City Blvd. and Tarpen St.	27,000
Beach Park Blvd.	Tarpen St. and Gull Ave.	27,000
Beach Park Blvd.	Shell Blvd. and Edgewater Blvd.	25,000
Catamaran Street	Shell Blvd. and Marlin Avenue	10,000
Marlin Avenue	Swordfish St. and Foster City Blvd.	9,000
Bounty Drive	Foster City Blvd. and Shell Blvd.	9,000

1/ ADT (Average Daily Traffic) at service level "D" in the Highway Capacity Manual Standards.

Source: Wilsey & Ham

for the reclamation and development of the remaining major undeveloped areas of the City. Briefly, the study divided the community into traffic zones and stations and then each major land use designated in the former General Plan was analyzed and then trip generation rates were applied to project traffic volumes.

Two traffic network systems were evaluated; however, as Network Two more closely resembles the one proposed in this plan, only Network Two is discussed here. This network is based upon the provisions of two additional access arteries to Foster City -- Edgewater-East Hillsdale Boulevard intersection with State Route 92 and the Laurie Meadows Drive interchange with Edgewater Boulevard near Biscayne Avenue. Both these connections are outside the boundaries of Foster City and will require coordination with and approval by the State Department of Transportation.

The extent and distribution of traffic in this circulation system is shown in Table "K" and Exhibit "D". If these arteries are constructed then it is anticipated that projected traffic volumes in 1985 would be distributed as shown in Exhibit "D". However, this proposed network shows four roadways segments which would be loaded with traffic beyond their designed capacities. To correct these overloading traffic increases before 1985 the following is recommended: (See Exhibit E) that there be a restriping of East Hillsdale Boulevard from Edgewater Boulevard to Foster City Boulevard, and Foster City Boulevard from East Hillsdale Boulevard to State Route 92 from four-lane divided arterial to six-lane divided arterials (left turn lanes - no parking); a redesign of the U. S. 92 overcrossing eliminating its connection with Altair at Hillsdale Boulevard would eliminate Altair as a part of the major street system; and that arterials (4 lanes-divided) be constructed from Edgewater Boulevard to Laurie Meadows Drive and from State Route 92 to East Hillsdale

TABLE "K"

1985 ROADWAY TRAFFIC VOLUME - CAPACITY RATIO
(WITH TRAFFIC STATIONS #4 AND #6)

Route	Roadway Segment	ADT	Capacity 1/	Vol./Cap. Ratio
East Hillsdale Blvd.	Norfolk Street to Edgewater Boulevard	25,000	26,000	0.96
East Hillsdale Blvd.	Edgewater Boulevard to Shell Boulevard	28,600	27,000	1.06
East Hillsdale Blvd.	Shell Boulevard to Foster City Boulevard	34,600	27,000	1.28
East Hillsdale Blvd.	Foster City Boulevard to Gull Avenue	16,300	26,000	0.63
Edgewater Boulevard	East Hillsdale to Beach Park Boulevard	23,700	26,000	0.91
Edgewater Boulevard	Beach Park Boulevard to Biscayne Avenue	19,400	25,000	0.78
Altair Avenue	East Hillsdale Blvd. to Edgewater Boulevard	13,300	11,000	1.21
Shell Boulevard	East Hillsdale Boulevard to Catamaran Street	1,500	10,000	0.15
Shell Boulevard	Catamaran Street to Beach Park Boulevard	3,000	9,000	0.33
Foster City Boulevard	I-92 to East Hillsdale Boulevard	30,500	25,000	1.22
Foster City Boulevard	East Hillsdale Boulevard to Bounty Drive	14,500	27,000	0.54
Foster City Boulevard	Bounty Drive to Marlin Avenue	9,600	27,000	0.36
Third Avenue	City boundary to Foster City Boulevard	11,600	25,000	0.46
Station #4	Station #4 to Edgewater Boulevard	15,000	25,000	0.60
Station #6	Station #6 to Edgewater Boulevard	15,000	27,000	0.56
Beach Park Boulevard	Shell Boulevard to Foster City Boulevard	8,400	27,000	0.31
Beach Park Boulevard	Foster City Boulevard to Tarpon Street	600	27,000	0.02
Beach Park Boulevard	Tarpon Street to Gull Avenue	1,100	27,000	0.04
Beach Park Boulevard	Shell Boulevard to Edgewater Boulevard	17,100	25,000	0.68
Catamaran Street	Shell Boulevard to Marlin Avenue	6,100	10,000	0.61
Marlin Avenue	Swordfish Street to Foster City Boulevard	8,500	9,000	0.94
Bounty Drive	Foster City Boulevard to Shell Boulevard	1,100	9,000	0.12

1/Based on service level "D" as defined in the Highway Capacity Manual, 1965.

te: The Vol/Cap. Ratios particularly those in excess, would be correctec by the recommendation shown in Exhibit E.

urce: Wilsey & Ham.

EXHIBIT D

ESTIMATED TRAFFIC AT FULL DEVELOPMENT 1985

Note: The Vol/Cap. Ratios, particularly those in excess, would be corrected by the recommendations shown in Exhibit E.

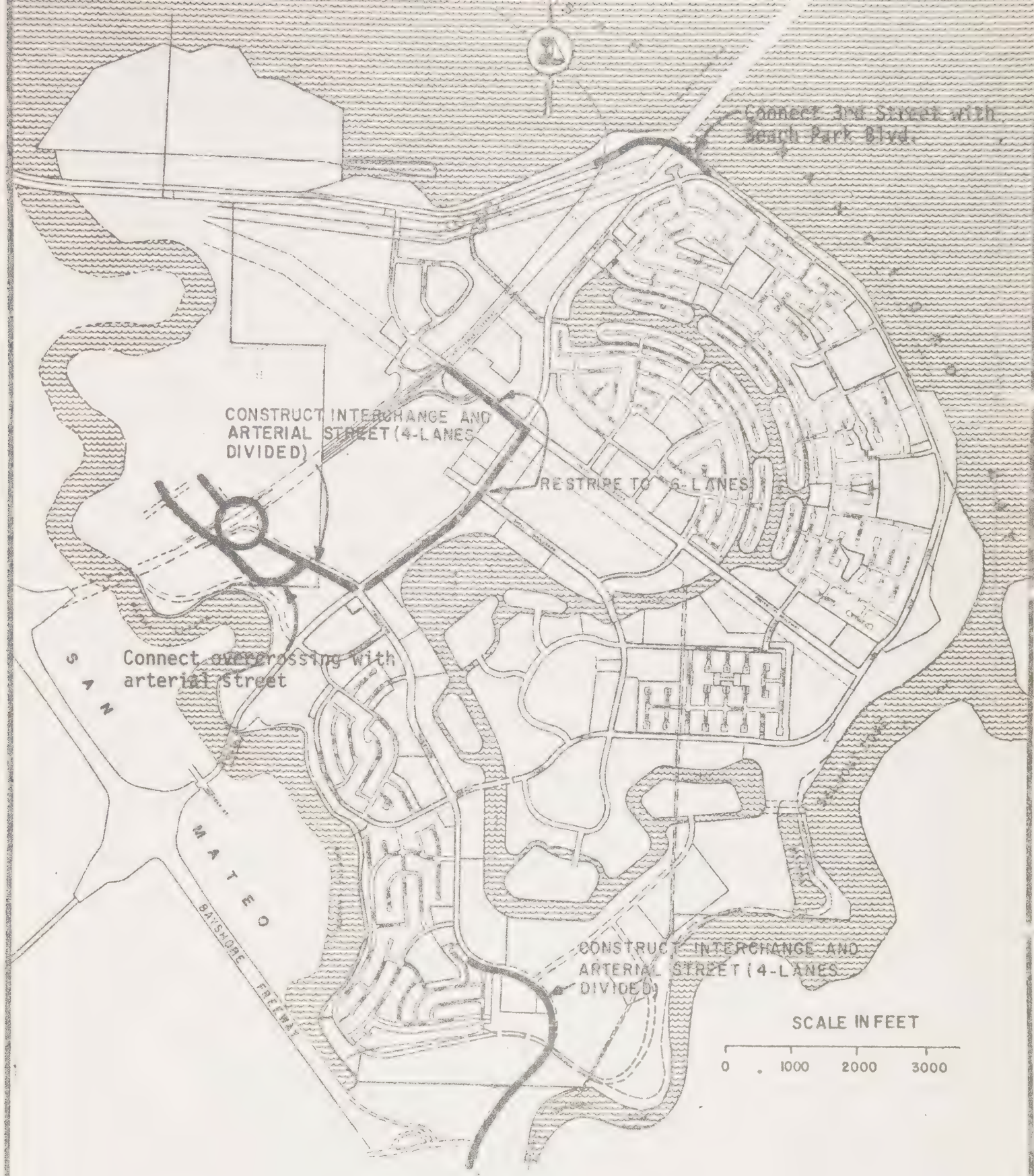


EXHIBIT E

RECOMMENDED PROJECTS TO ACCOMMODATE FULL DEVELOPMENT

1985

It is further proposed the Third Avenue be continued to Beach Park Boulevard via under the San Mateo-Hayward Bridge.

Vacant Land

Vacant land accounts for 38.8 percent of all land or 1,013 acres. The major areas of vacant land are shown on Exhibit "F". With the exception of those areas shown in Neighborhoods 4, 5, 6, 9 east end of 7, and the area north of 3rd Avenue, additional filling is required in order that they can be developed. There is at present a fill application pending before the U. S. Corps of Engineers. The approval of the fill permit is imperative to the community in that it is necessary for the completion of planned development and for the preservation of the tax revenues necessary to retire the large bond indebtedness which the community presently has established. Two areas are considered as critical - the Town Center and the industrial district. Both areas will provide large returns in improvement taxes, sales taxes, personal property taxes, and business license fees. The development of these areas would help to create a more equal distribution of the tax load. The Town Center area, as has already been discussed, is presently in competition with other sites outside of Foster City for a regional shopping center. A determined effort will need to be made if Foster City is to be successful in its efforts to draw such a facility.

EXHIBIT F

PRIVATE VACANT LANDS

LAND USE AND CIRCULATION ELEMENT

LAND USE AND CIRCULATION ELEMENT

The purpose of this section is to identify all the segments of the Elements, define the objectives and policies, discuss the locational and spatial requirements for each, and describe the basis on which these proposals were made.

In formulating the Land Use and Circulation Element the following objectives and policies were used as guidelines.

Basic Community Objectives and Policies

Objectives

- To protect individual choice while insuring public health, safety and welfare.

- To achieve a balance between land resources and the social and economic needs of the people.
- To provide for the efficient and economical movement of people and goods within Foster City and between Foster City and other parts of the region.
- To encourage desirable urban character and appearance.
- To encourage a more diversified economic base and to protect and foster, whenever possible, desirable public and private investments in land and improvements.
- To protect existing public and quasi-public facilities and to encourage proper development of new facilities needed in the future.
- To develop, preserve and maintain those natural features that contribute to the beauty of Foster City's setting.

Policies

- That individual identity, protection, and functions of each neighborhood area be preserved and enhanced through separation by natural or man-made features and by the provision and proper placement of adequate public facilities.
- Land uses, transportation, and other facilities should be coordinated within the community as well as with the adjoining region.
- That all land uses should be protected from encroachment and adverse effects of other uses.
- That all uses should be located on land best suited to their particular needs and logically grouped and related to each other.
- That the City require undergrounding of all P. G. & E. transmission lines.

Residential

The housing characteristics of Foster City are not expected to change with growth. The community's housing is diversified and the future areas of residential development reflect a continuation of such diversity. Residential areas will require scrutiny to insure their continued healthy existence. Pressures or impacts from non-residential intrusion or infringement must be resisted. Proper school, park and public facility locations must be developed to prevent the disruption of privacy, cleanliness, attractiveness, values and safety necessary for a good residential living environment.

ectives

ies for the residents of Foster City should be set within a physical en-
onment that:

- affords quiet and privacy;
- is healthy, safe, convenient, and attractive;
- promotes stable property values;
- affords opportunities for comfortable and creative living;
- accommodates a full and mature family life, within which children from the very young to those approaching adulthood may develop into conscientious and responsible citizens.

icies

- That adequate living space for all be provided by requiring adequate size and soundly constructed dwelling units on sufficient area to permit a full family life.
- That a continued program of providing a variety of dwelling unit types and costs be continued to meet the varying needs of all families.
- That areas of higher residential densities be established in close proximity to centers of activity.
- That each residential area be provided with needed area for facilities for daily shopping, religious activities, community schools and recreation.
- That traffic safety be assured through the design of streets which discourage through traffic in residential neighborhoods and also by excluding non-residential uses which generate much non-residential traffic.

- That a continuing program of civic beautification, tree planting, maintenance of homes and streets, and other measures which will promote an aesthetically desirable environment be established in order that neighborhood areas appear attractive both within and without.
- That property values are best stabilized by insuring sound development and protecting neighborhood areas from non-residential influences and by separating residential areas from unharmonious land uses by using major streets, landscaped greenbelts, and open space as transition areas.

It is predicated that Foster City will attain an ultimate population of 34,304 by 1990. Density ranges are correlated with housing types and are identified on the Plan. Table "L" shows the forecast of residential units and population by housing type allocated by neighborhood.

The density ranges presented here are similar to those formerly established and provide enough flexibility to accomplish the basic objectives of continuing to provide a variety of housing development. The encouragement of variety comes from the establishment of development controls (zoning, subdivision, housing and building regulations) which permit variety, encourage good and innovative design and provide economic incentive. Foster City, being a planned community, and also being developed during a time when innovative housing techniques were fairly well advanced, has been fortunate in having adopted development regulations which have encouraged such variety and good design. It is with this factor in mind that it is proposed that future residential development be continued with the same basic techniques as has previously been established. Exhibit "G" identifies those areas which are designated for residential development.

TABLE "L"

PROPOSED

FOSTER CITY HOUSING AND POPULATION DISTRIBUTION

1990

Dwelling Type	Units (Total)	Person/ Unit (1)	Total Population	Town Center	NEIGHBORHOOD 1	2	3	4	5	6	7 & 8A	8	9
Single Family	4,427	3.82	16,911	9/34 (2)	599/2,288	723/2,762	709/2,708	290/1,108		161/615	1,021/3,900	563/2,151	352/1,345
Townhouse	1,993	2.62	5,222		155/406	198/519			611/1,601	694/1,818			335/878
Apartment	2,367	2.14	5,068	344/736	431/922	206/441	118/253	868/1,858					400/856
Condominium	2,724	2.60	7,083	300/780			98/255	640/1,664	274/712		700/1,820	427/1,110	285/741
Duplexes	40	3.00	120		40/120								
Total	11,551		34,304	653/1,550	1,225/3,736	1,127/3,722	925/3,216	1,798/4,630	885/2,313	855/2,433	1,721/5,720	990/3,261	1,372/3,820

(1) This figure is estimated from a City census 2/12/73 to 2/28/73 and is not expected to change.

(2) 9 dwelling units / 34 population

Source: Foster City Planning Department

Single Family

T Townhouse

C Condominiums

A Apartments

EXHIBIT G

RESIDENTIAL AREAS

Single Family - This type of housing is designated at a density of up to 8 dwelling units per acre and is referred to as being unattached dwelling units. This type of housing dominates Neighborhoods 1, 2, 3, 8 and 9. There is a singular area located in Neighborhood 4. It is proposed that the island in Neighborhood 6 be designated for single family as well as the major portion of residential areas in Neighborhoods 7 and 8 A. As can be seen from Table "L" a total of 4577 single family units are proposed under final development.

Townhouses - Designated at a maximum density of 10 units per acre, this type of housing is referred to as attached single family housing. Housing and land are individually owned while open areas and streets are in common ownership.

Townhouses have been developed in Neighborhoods 1, 2, 5 and 9, with the largest construction located in 5. It is proposed that Neighborhood 6 contain a large number of townhouses. Table "L" shows the total number of townhouse units proposed in each neighborhood.

Condominiums - This type of dwelling unit is proposed at two density factors. The only type being developed at the present time are those permitted at 20 units per acre (Medium Density). A second type permits 35 units per acre, (High Density), however, this type unit would require additional height and more complex construction needs. Under these types of units the air space within the unit is owned while the building and grounds are in common ownership, usually under a home-owners association.

Condominium development has occurred in Neighborhoods 4 and 9. Additional condominium facilities are proposed in Neighborhoods 5, 7 and 8, and Town Center. Table " L" shows the total number of condominiums proposed in each neighborhood.

Apartments - Proposed at a maximum density of 20 units per acre, these type units are similar to condominiums in that instead of owning the air space of the residential unit the space is rented. Other than the 40 duplex units these are the only units specifically established for rental purposes. Apartment complexes have been constructed in Neighborhoods 1, 2, 3, 4, and 9. It is proposed that no additional apartment units will be provided. Table " L" shows the total number of apartments proposed in each neighborhood.

Commercial

Commercial retail activity is limited to neighborhood and community shopping centers which serve the needs of local residents. The present retail sales data reflects a strong need to provide both additional as well as more diversified retail commercial facilities. It is important that such development be located so that it can best accommodate the residents it serves. Foster City is a compact community with a highly functional major street system, making access to any area of the community relatively easy, both for vehicles as well as walking or bicycling. In addition, the community provides a growing business and professional office activity which has prinicipally located in the industrial park and along East Hillsdale Boulevard.

Objectives

- To provide the community with a variety of commerical center types which can adequately serve the needs of the residents.

- To improve the community's economic base and tax structure through the promotion of healthy, stable commercial concentrations.
- To provide commercial centers at locations which adequately serve the needs of people, do not disrupt adjacent development by adverse intrusion, and which are located on street systems capable of accommodating the associated traffic.
- To establish a commercial Town Center area as the hub of the City's commercial community in order to strengthen the economic base of the city, and to provide a convenient, safe and attractive location for the functions that are unique to a central commercial area.

Policies

- That commercial areas be of sufficient size to adequately accommodate a variety of uses, parking, open space and circulation.
- That commercial areas be attractively designed so they may be well integrated with adjacent residential areas.
- That traffic safety be assured by locating and designing commercial areas for convenient access; by providing adequate off-street parking; and by separating vehicular from pedestrian traffic.
- That commercial areas consider as part of their design the provision of access and circulation facilities which will encourage their use by bicyclists and pedestrians.

Exhibit "H" identifies each of the areas proposed for commercial development.

Beach Park-Shell Boulevard

This site represents 6 acres and is being proposed as a specialty center. Its close proximity to Marlin Cove Shopping Center suggests that it be developed in uses which would support and supplement Marlin Cove.

EXHIBIT H

COMMERCIAL

AREAS

Edgewater Boulevard-Beach Park Boulevard

This site contains approximately 10 acres and is proposed as a neighborhood center. Its location on the lagoon could encourage specialty uses of a marine nature, particularly if boat docking was included. The location adjacent to the proposed Beach Park Bridge will limit access from Beach Park Boulevard. A right turn entrance and a right turn exit would be permitted. With the extension of Edgewater Boulevard southerly it would also require that some area would be required from the site for such widening. As the median would also be extended with the widening, a left turn entrance and exit for the site would be required through the Edgewater Boulevard median strip. Access will be critical for this center and will need to be reviewed carefully.

Edgewater Boulevard - Collector Street in east part of Neighborhood 7

This site is proposed to be approximately 5 acres in size. Its distance from Marlin Cove Shopping Center and its location on a major access way to the City is conducive to its development as a major neighborhood center.

East Hillsdale Boulevard

The north side of East Hillsdale is presently being developed in a variety of commercial activities which, with the exception of Town Center, is not necessarily centerized but would consist of office, special purpose (restaurant, theatre, etc.), highway related (service stations), type uses which are more highway oriented than cluster oriented. It is important in this type of development that careful consideration be given to traffic generation and the minimizing of highway access in order to avoid seriously jeopardizing the street's traffic carrying capabilities.

Port Royal

This area is approximately 4 acres in size located on Port Royal Avenue and facing on Marina Lagoon. This area is proposed as a specialty center catering to marina activities such as boat storage, and repair, boat sales, chandlery, public or private launching ramps, etc.

Town Center

This area is proposed as the heart of the city's commerical community. It represents an area of approximately 142 acres in size. This area was initially proposed as a "downtown" for Foster City on the first General Plan. The principal function at that time was to provide a commercial center which would mostly serve only the city itself. Over the years as the region has grown the purchasing power has increased until today it is now possible to add another regional center with the potential capabilities of approximately 80 million dollars in retail gross sales. This fact has precipitated, as of this writing, significant interest in establishing such a center in the general area of Foster City. The size of the area provides a potential of combining or providing several kinds of uses including residential. The development of such a facility in Foster City is dependent upon 1) filling the area to a height equivalent to the other reclaimed areas of the city, 2) the establishment of an adequate interchange facility to U.S. 92 at the west and north of the area, 3) increasing the street capacity of East Hillsdale Boulevard and Foster City Boulevard from Hillsdale to State 92, 4) providing an overcrossing to the area and circulation system north of U. S. 92, and most importantly, the interest of a developer in constructing such a facility. As has previously been stated, serious efforts should be undertaken now to promote this center. This type center is not only needed to provide those special kind of facilities found

in such a center, but also the necessary revenue resources to sustain a balanced and equitable tax distribution.

Industrial

Industrial development in Foster City has been limited principally to that of a commercial-industrial mix. It is expected that the same type of uses will be encouraged in the future.

Objectives

- To provide for a variety of sites so that it is economically feasible to manufacture, store and provide goods, services and employment in areas that are suitably located, attractive, convenient and safe so that growth can continue to the benefit of both industry and community.

Policies

- That the industrial areas should be located adjacent to major transportation and utility services.
- That industrial areas should be located on land suitable for development and in that regard a program or reclamation be instituted as soon as possible.
- That uses should be encouraged which complement the economy and are compatible with the physical patterns and socio-economic requirements of the area and community.
- That industrial land should be protected from encroachment by incompatible uses such as the P. G. & E. transmission lines which seriously inhibit the use of the area. These lines should be placed underground.

Industrial interest are concerned with a number of factors regarding location. The following list indicates some of those factors which are considered as most important. The list is not in any order of importance.

- adequate water supply
- stable tax base
- protective zoning
- access to major highway facilities
- availability to sewer facilities
- site characteristics requiring minimum treatment
- availability of labor force
- favorable community attitude

Exhibit I identifies those areas proposed for industrial development. As can be seen by the map all of the industrial area is shown north of State Route 92. The major area of industrial development is the industrial park area located on Chess Drive. This area was constructed on reclaimed acreage and is the only area within the industrial section which does not require additional fill (see Exhibit B, page 15). The General Plan for San Mateo proposes the area north of 3rd Avenue for commercial-industrial development similar to the City of Foster City. They are also suggesting a recreational shoreline. The indeterminate characteristics of the north shoreline area require that a specific planning study be made of this area. Albeit the area is shown as industrial, its proximity to the bay increases its potential for a variety of uses such as, special industrial, commercial and private recreational, residential and necessitates its special study consideration. The 1972 Bond referendum established funds for the reclamation of several neighborhoods, the Town Center, and provided that any residual funds would be applied to the reclamation of the industrial area. It has now been determined that there will not be adequate

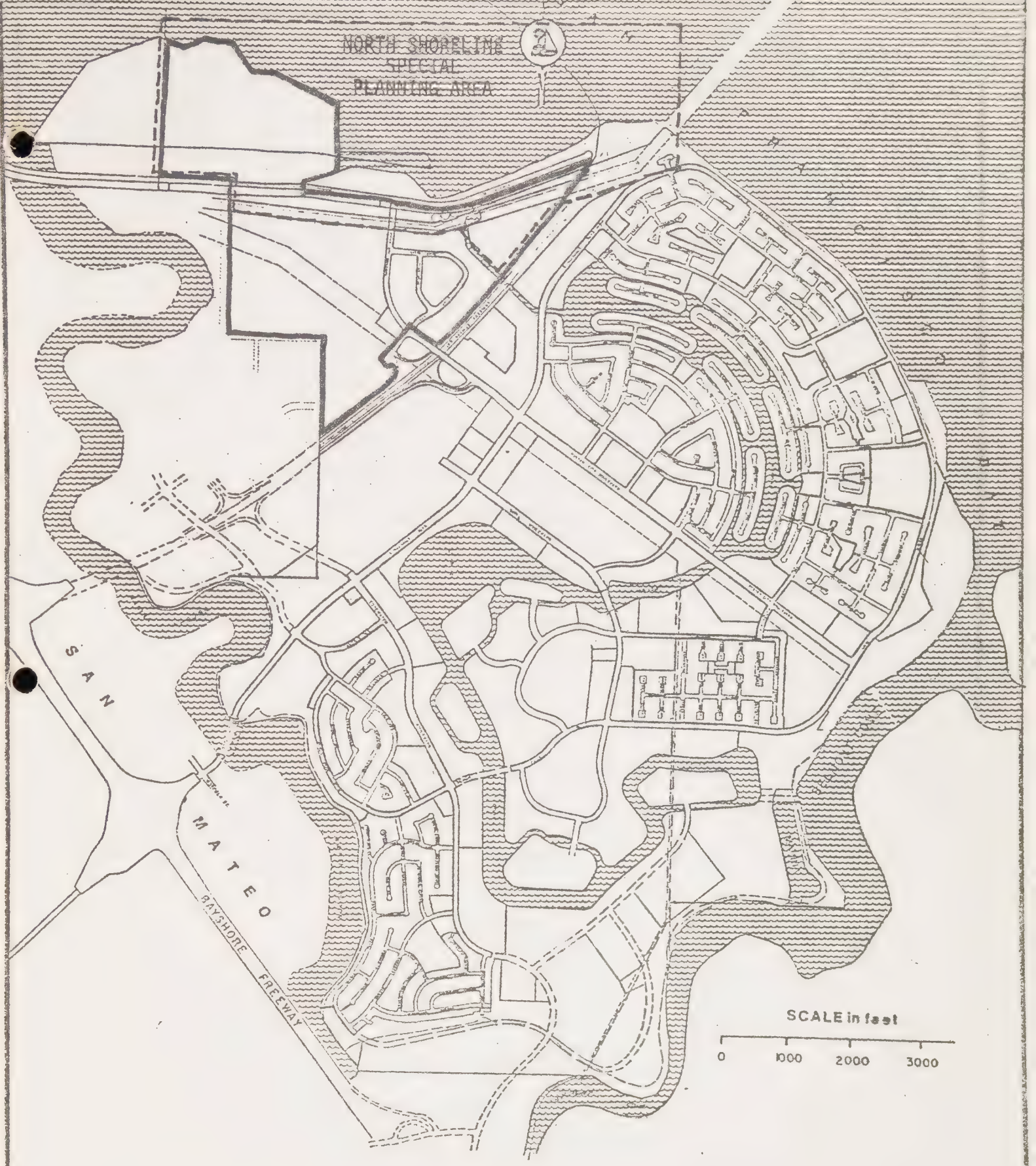


EXHIBIT I

INDUSTRIAL
AREAS

residual funds to complete the necessary improvements to the area. It would therefore be necessary that a specific plan of action be developed to resolve the problem. Some alternatives that might be considered are:

1. The establishment of an additional bond program for reclamation of the industrial area only.
2. A cooperative effort financially between the City and the land owners to complete the reclamation and improvements.
3. The establishment of a special reclamation district to be paid for by the future industrial land owners.

It cannot be over-emphasized that the financial obligations of the community are dependent upon a distribution of the tax load over the many land use functions of the city. A continued lack of industrial development can only result in a disproportionment of tax collection.

In addition to the reclamation problem, the area is divided by the P. G. & E. transmission lines, thus restricting and limiting the area's use. It is recommended that the P. G. & E. transmission lines be placed underground.

Parks and Schools

As the population of Foster City increases more schools and recreation facilities will have to be provided. The location of such facilities is a most important factor in the over-all development of the community. In regard to recreation facilities reference is made to the adopted Open-Space and Conservation Element which contains certain recommendations regarding proposed park and recreation spaces.

Objectives

- To provide a public recreation system which will provide for a full range of activities for all age groups.
- To provide a park and recreation system which preserves open-space and natural and scenic areas for public use and enjoyment.
- To take advantage of its water oriented location by providing recreational facilities and areas adjacent to the water such as boating facilities, pathways and other aquatic activities.
- To assure that the public school systems serving the City shall provide a balanced program and the physical plant which will not only meet the education requirements but will also provide for other community needs of its citizens.

Policies

- That the dike lands surrounding the city be used to establish a circumferential pathway system.
- That the existing and proposed park areas be incorporated into an internal bikeway system as part of the circulation system.
- That the Sea Cloud Regional Park area be expanded to the west by adding a proposed 25 acres and by including adjacent marshlands and designating them as wildlife preservation areas.
- That motorized vehicles be prohibited from all pathways, pedways and bikeways.
- That agreements be established between the school district and City for both joint use and planning os school facilities.
- That a high school facility should be constructed in Foster City as soon as possible, and that in the interim period the site should continue to be available for recreational use.

Exhibit J delineates those areas designated for recreational and school sites.

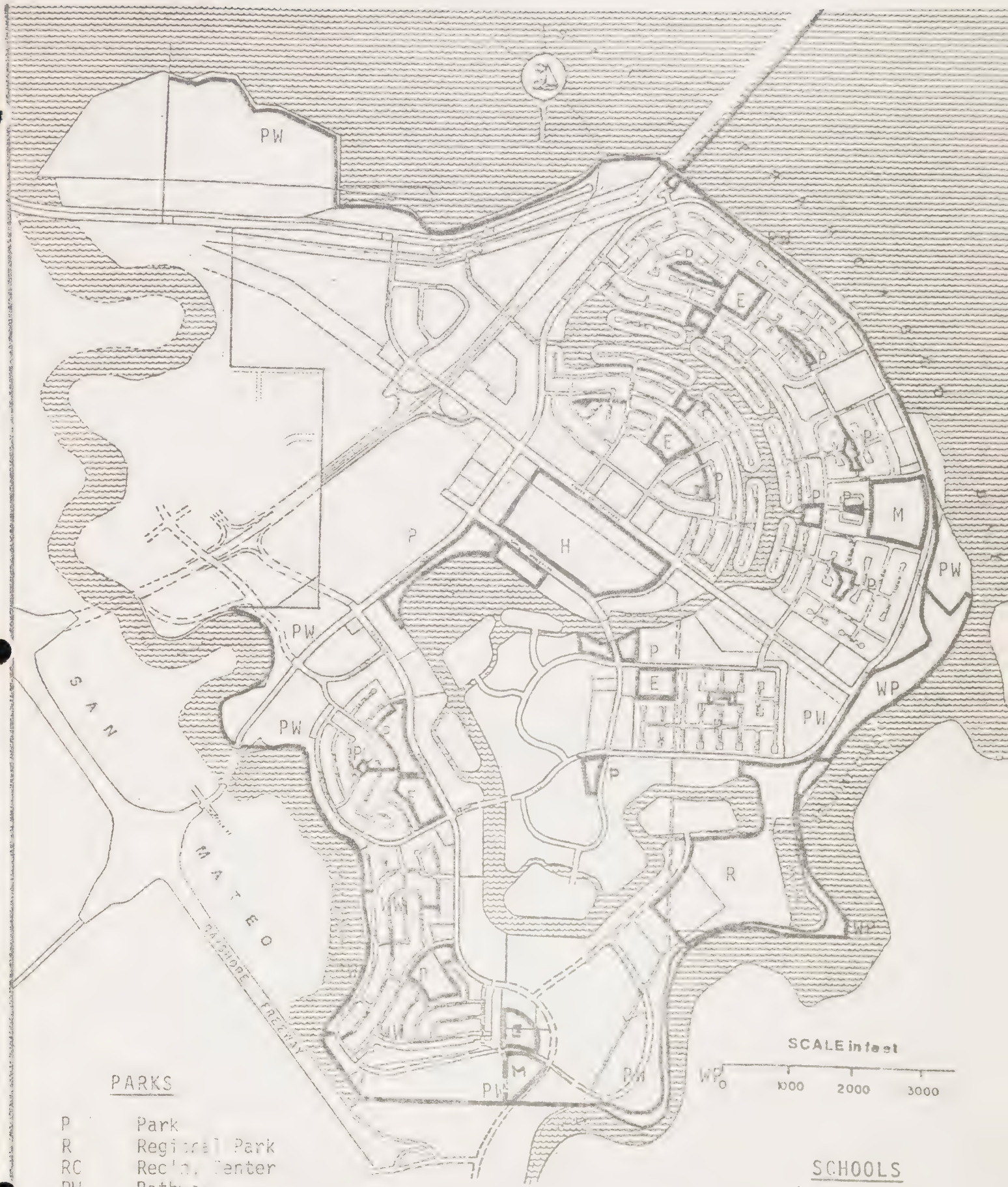
Schools

The most recent study completed by the elementary school district as it relates to elementary school facilities for Foster City, states that the projected enrollment for ultimate development requires that 2 additional elementary school sites and a possible second middle school must be provided in the western portion of the city. The elementary site indicated as having the highest priority is the Edgewater Boulevard-Beach Park Boulevard site adjacent to the new Edgewater Park. This site was designated on the former General Plan and is the only area presently available in the vicinity. The school would serve Neighborhoods 5 and 6 in addition to Neighborhoods 9 and part of 8.

It is suggested that until a more definitive enrollment picture is obtained, the proposed school site in Neighborhood 4, located near the intersection of Shell Boulevard and Catamaran Street, be retained on the General Plan as an alternate in case enrollment in Neighborhoods 4, 5 and 6 exceeds expected projections.

The second elementary site proposed would be located in Neighborhood 7 just west of Edgewater Boulevard near the boundary between Neighborhoods 7 and 8A. This school would replace the former Boothbay site, which the school district has determined as being too close to Edgewater. It is also proposed that a new middle school be provided in Neighborhood 8A adjacent to this second elementary school.

Existing high school enrollment from Foster City in 1973 was 1,073 students. Projected enrollment through 1977-78 is expected to rise each year (see Table "M"), however, enrollment from other districts is declining, (see Table "N"),



PARKS

P	Park
R	Regional Park
RC	Rec'n. Center
PW	Pathway
WW	Walkway
F	Fishing Pier
WP	Wildlife Preserve

SCHOOLS

E	Elementary
M	Middle
H	High School

EXHIBIT J

PARKS AND SCHOOLS

TABLE "M"

SAN MATEO UNION HIGH SCHOOL DISTRICT - ENROLLMENTS
Based on Opening of Marina High School 1975-1976

	Actual 1972-73		Estimated 1973-74		Estimated 1974-75		Estimated 1975-76	Estimated 1976-77	Estimated 1977-78
	Reg.	FC	Reg.	FC	Reg.	FC	Reg.	Reg.	Reg.
Aragon	1671	11	1663	4	1652	3	1649	1630	1599
Burlingame	1071	186	1026	331	1030	667	1038	1013	1010
Capuchino	1431	1	1417	1	1413	0	1392	1337	1320
Crestmoor	1573	0	1610	0	157	0	1548	1487	1429
Hillsdale	1895	18	1860	16	1800	15	1760	1676	1646
Mills	1485	55	1505	59	1523	0	1523	1496	1484
San Mateo	1434	654	1390	671	1372	549	1353	1350	1344
Peninsula	147	11	149	11	149	11	160	160	160
Marina	--	--	--	--	--	--	1394[1]	1547	1702
TOTAL	10,707	936	10,620	1093	10,513	1245	11,806	11,685	11,683
GRAND TOTAL	11,643		11,713		11,758		11,806	11,685	11,683

[1]Estimated enrollments based on Foster City enrollment projections.

SOURCE: "The Marina High School Feasibility Report", May, 1973.

TABLE "N"

SAN MATEO UNION HIGH SCHOOL DISTRICT
Enrollment Difference by Enrollment Districts
Between 1972-73 and 1977-78 School Years

	1972-73	%	1977-78	%	% of Change
Aragon	1671	14	1599	14	-4
Burlingame	1071	9	1010	9	-7
Capuchino	1431	12	1320	11	-8
Crestmoor	1573	14	1429	12	-9
Hillsdale	1895	16	1646	14	-13
Mills	1485	13	1484	13	-0-
San Mateo	1434	12	1344	11	-6
Peninsula	158	2	160	1	--
FOSTER CITY	925	8	1702	15	+84
	11,643	100	11,685	100	

[1]Adapted from previously shown chart on Enrollments.

SOURCE: "The Marina High School Feasibility Report", May, 1973.

consequently, the high school district is presently studying several alternative proposals regarding the use of high school facilities. One alternative being proposed suggests that eight high schools be used including the construction of Marina High School in Foster City. Although this proposal represents the most costly approach it enhances the concept of local schools, a concept formerly endorsed by the School Board and still endorsed by the City of Foster City. Such endorsement was recently made by resolutions to the School Board by both the City Planning Commission and City Council.

The Community-School concept or "open" schools is a concept highly recommended for all schools in Foster City. This concept not only provides greater flexibility in the use of school plants but also provides additional facilities in which a much more comprehensive program of community activities are made more accessible to the citizens of the city.

Parks

As the school district is no longer interested in the former Boothbay School site it is proposed that this site be acquired by the City and be added to the adjacent 2.2 acre park site to provide a large neighborhood park for Neighborhood 8. To supplement pedestrian and bike access to this park area it is also proposed that the existing walkway areas located in Neighborhoods 8 and 9 be deed to the City and improved along with the park area.

It is also proposed that Sea Cloud Regional Park be expanded to the west by acquiring an additional 25 acres to enlarge the park to an overall size of 75 acres. This additional area will be necessary to supplement the proposed use of the present site for Marina purposes.

It is also proposed that the areas in Belmont Slough which area in private ownership be acquired and designated as wildlife preserves.

The dike system which virtually surrounds the City is a natural facility for establishing a pathway for use by both hikers and bicyclists and should be integrated with similar systems in adjacent communities. Tied to an internal system located along the street network it would be possible to have access to every major facility by walking or bike riding.

Circulation

A well designed and efficient circulation system is of paramount importance to any community. The City of Foster City circulation system has functioned well to this point in time but with the proposed expanded growth of the new residential areas in Neighborhood 5, 6, 7, 8A and the imminent development of Town Center, such expansions will create significant pressure to make substantial changes to the circulation system and to the transportation needs of the city.

Objectives

- To provide safe transportation facilities and services for the movement of people and goods through a coordinated system of streets, bikeways, pedways and public transit.
- To coordinate transportation system with regional transportation programs and adjoining communities.
- To design circulation programs to minimize impact on the physical and social environment.
- To place priority on the integrity of Foster City as a community rather than mobility of traffic if this mobility would mean creating thoroughfares which reduce its livability.
- Take action to improve conditions where avoidable hazards are known to exist.

Policies

- That a program of mixed modes of transportation be promoted.
- That alternatives to the automobile be encouraged such as promoting intra-county public transit, pedestrian and bicycle facilities.
- That the circulation system should be coordinated and integrated into the regional highway system by creating additional access points, such as the Edgewater Boulevard interchange to State Route 92 and the southerly extension of Edgewater Boulevard to a connection with U. S. 101.
- That the transit system be part of a program for unified or officially coordinated urban transportation system as part of the urban area.
- That a community bikeway program be established by delineating bike paths and defining necessary facilities needed to accommodate a complete system.

Circulation Network

To delineate the ultimate circulation network, information was obtained from Wilsey & Ham, consultants, regarding trip generation based upon ultimate land use allocation as proposed on the Land Use Plan. As a result of this information a circulation network as shown on Exhibit "K" was determined. This network is based upon the provision of two new access points to the city - Edgewater-East Hillsdale Boulevard intersection with State Route 92 and the southerly extension of Edgewater Boulevard southerly to the Laurie Meadows interchange with U. S. 101. Both of these connections are outside the boundaries of Foster City and will require coordination

EXHIBIT K

MAJOR THOROUGHFARES

Freeway
Major Street (Existing)
Major Street (Proposed)
Collector Street (Existing)
Collector Street (Proposed)

with and the approval by the State Department of Transportation. When these two additional arterials are constructed it is expected that the proposed traffic network as shown in Exhibit "K" will accommodate the anticipated traffic volumes. Due to the major traffic generation created by the Town Center it is expected that restriping of East Hillsdale Boulevard from Edgewater Boulevard to State Route 92 from 4 land divided arterials to 6 lane divided arterials (left turn lanes - no parking) would increase the capacity of these segments to accommodate the anticipated traffic volumes.

Proposed Interchanges

An examination of the proposed interchanges at both State Route 92 and Laurie Meadows indicates that their proposed designs would not adequately handle the traffic movement. If either of the proposed regional shopping centers (Mariners Island or Foster City Town Center) were to be constructed adjacent to the State Route 92 interchange, the suggested geometrics would create extremely awkward turning movement. It is strongly requested that addditional study be given to the design of these interchanges. It is imperative that a balanced e e of use be established for all entrances and exits to the community or imbalances result which overload the capacities of streets serving such entrances or exits.

Edgewater Boulevard Extended

The extension of Edgewater southerly will require that it be widened with median south of Beach Park Boulevard.

Beach Park Bridge

The construction of the Beach Park Bridge will complete the internal major street system by connecting Beach Park Boulevard and Edgewater Boulevard.

Third Avenue

Although a secondary access from San Mateo and U. S. 101, the continuing development of Foster City and Mariners Island may encourage its use as a major access route. The land adjacent is undeveloped making future treatment less restrictive. This street is also included in the San Mateo General Plan as a major arterial, so such inclusion is consistent with their plans. A functional as well as scenic element could be added by the extension of Third Avenue easterly under the San Mateo Bridge to a connection with Beach Park Boulevard.

Bikeways

Being compact and having a functional street system Foster City is conducive to bicycling. The dike system which surrounds the community also provides a great potential for development of a circumferential pathway system which, tied into the establishment of an internal system, would make it possible to ride to almost anywhere in the community without having to use just streets. Exhibit "L" shows a proposed bikeway program using both the dike and an internal bikeway system. Under this system it would be possible for someone living in Neighborhood 8 to ride the dike pathway all the way to Marlin Cov Shopping Center by having to ride only one block on Foster City Boulevard. A more specific plan of bikeways should be developed in which specific locations, path widths, curb cuts, specific costs and available financial resources should be determined.

EXHIBIT L

BIKEWAYS

Thoroughfare Classification

Four types of thoroughfares are referred to in this report. The purpose and characteristics of each are explained in the succeeding paragraphs.

Freeways permit rapid and unimpeded movements of traffic through and around intensively developed areas. These highways usually have a 100' to 300' right-of-way, permit access only at specified points by interchange facilities, and should be aligned so as to serve the major traffic generators.

Only one such facility exists in Foster City, State Route 92. No other such facility is proposed in the community. Interchanges to this facility are a problem and have been discussed earlier in this section.

Major Arterial Streets permit rapid and relatively unimpeded traffic movements within the community. These thoroughfares should have a right-of-way width of 80 feet to 120 feet, and in certain locations may use medians. Access from residential areas to these thoroughfares should be via collector, not local residential streets. The four major proposals for additions or extensions have previously been discussed and are shown on Exhibit "L".

Collector Streets collect and distribute traffic between major arterial streets and local residential streets. These streets may link one neighborhood with another; however, caution should be taken so as not to permit continuous linking collectors which might well take on the character of major streets. Collector streets should have a right-of-way width of 60 feet. On street parking should be restricted where possible.

Local Residential Streets provide direct access to adjacent properties. Local streets should have a right-of-way width of 50 feet and, by design, should inhibit through traffic movements and should intersect with collector streets, not major thoroughfares.

IMPLEMENTATION

IMPLEMENTATION

The preparation and adoption of a General Plan is the first and most basic step toward effective community development, but desirable development and improvement will not occur unless the plan is accompanied by a set of implementation tools and a will on the part of the city government to use them. Tools that should be employed in Foster City are:

Development Regulations - Zoning and Subdivision

These two forms of regulatory mechanisms give the city the power to promote the public health, safety, morals and general welfare. The two controls are derived from the police power which allows the local government to weight the community's rights against the right of the individual doing what he wishes with his land. Zoning and subdivision regulations are the primary methods of land use control without the use of land purchase with compensation. The use of cluster and planned unit development regulations enable the land developer to use innovative techniques in the grouping of structures which provides greater flexibility than would be required if conventional site planning were used.

The City of Foster City presently provides, in its zoning and subdivision regulations provisions for planned unit development. The PD - Planned Development Combining District may be combined with a standard district where more precise controls are utilized by the city while at the same time more flexibility in design is permitted to the developers. Another provision used by the city is the requirement for Use Permits for uses which by their nature

or location constitute special review. The provision makes it possible for the Planning Commission to give special attention to design review and to insure a high quality in the appearance of structures and properties in all areas of the city.

At the present time the development regulations appear to be adequate to accommodate the requirement for land use. Some changes to the zoning map may be required to obtain consistency with this Element. These changes appear to be minor and relate mostly to areas which are presently undeveloped. Changes in the Zoning regulations are being considered at the present time and will include any changes required by this Element.

Community Facilities Program

The Land Use and Circulation Element is one of the major General Plan Elements which proposed from a general standpoint, the type, number and location of community facilities needed to accommodate the future development of the community. It does not necessarily specify when the facility is needed, how much it costs and where it should be specifically located. It is, therefore, necessary that a comprehensive study be made of each community facility, so that the need for these facilities can be related to the community's ability to economically provide them at the time they are most needed. The Community Facilities Program, consequently becomes a necessary part of the community's long-range financial plan which in itself is one of the most important programs of Plan implementation.

Long-Range Financial Program

The Land Use and Circulation Element is the principal guide used by both public and private interest to bring about the desired future community it portrays. To bring the plan into effect, there are two basic processes used:

1) those applied to the development of private property; and (2) those concerned with public property and public services.

Private development is guided by zoning, land subdivision and building regulations. Development of public property and facilities should be accomplished through a well-concerned, long-range financial plan implemented through a capital budget and improvement program.

The following is a discussion of the basic components that make up the development of a financial plan.

A Public Facilities Plan is a comprehensive examination of public facility needs. Both operating and improvement costs must be included. In formulating the public facilities program the community must determine how comprehensive a program it desires for each of the public facilities it requires.

A Capital Improvement Program consists of listing the capital improvement that will be needed by the community within the time period covered to carry on the program of public facilities. This list is derived from the public facilities plan.

Priority of Improvements for the various public facility projects is arranged in order of proposed priority of execution, with estimates of costs, methods of financing and other pertinent information.

Revenue Program is the balancing of the cost of proposed improvements against the community's revenue potential. The community's revenue potential is determined by examining any possible revenue sources which are or would be available to the community.

Once the long-range financial program is established, adequate measures must

be taken to carry out the improvements in accordance with the Plan. The following measures are employed to accomplish this purpose. Because the public facilities plan extends over a period of 15 to 20 years or more, any of the proposals made by such a plan are naturally subject to many uncertainties. As the more immediate portions of the capital improvements program can be developed in greater detail than the longer program, a short-term budget (usually a five to six year period) is incorporated. The first year of the short-term capital budget is then combined with the annual operating budget to provide a complete financial plan for one fiscal year. The short-term capital budget is then extended annually by adding to the program for another year.

Authorization of capital improvements is accomplished by adopting an annual budget. The budget, then, becomes a one-year "slice" of the public facilities plan and of the capital improvements program.

The establishment of a capital improvement program insures that capital projects will be accomplished in accordance with the need and the community's ability to pay. It places capital projects in a broader perspective thus protecting the community from undue special interest pressures. Bond issues and tax income can be foreseen and provisions can be made in advance. Public works activities can be better programmed with respect to personnel and equipment. Longer periods for technical design are possible, thus giving more opportunity for projects to be thought out in advance.

Redevelopment

The California Redevelopment Law provides a means for a city to redevelop areas of the community with or without the assistance of federal subsidy. Under California Redevelopment Law "Redevelopment" is defined as follows:

"Redevelopment" means the planning, development, replanning, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, of all or part of a survey area, and the provision of such residential, commercial, industrial, public, or other structures or spaces as may be appropriate or necessary in the interest of the general welfare, including recreational and other facilities incidental or appurtenant to them.

This procedures has been used effectively in many cities, and may be a way for Foster City to improve parts of its undeveloped areas. This method should be carefully looked into to establish if it can be an effective tool for development of certain critical areas of the city.

General Plan Review

Planning and anticipating the future needs of the community is a continuous process. In order that the General Plan and its Elements meet the unforeseen changes of the community, it should be periodically reviewed and revised. As with any proposals for the future physical development of an area, there are many alternative possibilities. The proposals presented here represent the best judgment of the Planning Commission and City Council at this time, recognizing of course, that further modifications can and should be made when new information becomes available and when major changes take place which cannot be foreseen at this time.

Over the long period of time it will be the citizens who will determine the policies of land development, either through direct vote, in some cases, or as a reflection of public opinion in terms of the public officials they elect.

It will, therefore, be necessary that community officials keep the public informed so that they will understand the problems and aims of their officials and back them in their planning efforts.

ENVIRONMENTAL ANALYSIS

ENVIRONMENTAL ANALYSIS

This environmental analysis has been prepared pursuant to the requirements of the California Environmental Quality Act of 1970, As Amended. Guidelines prepared by the California Resources Agency and the City of Foster City have also been followed in the preparation of this analysis. This section is prepared in conjunction with the Land Use and Circulation Element of the Foster City General Plan and should be reviewed in that context.

Section 15067 of the Guidelines For Implementation of the California Environmental Quality Act of 1970, As Amended, states:

> "Subsequent EIR. Where an EIR has been prepared, no additional EIR need be prepared unless:
>
> (a) Substantial changes are proposed in the project which will require major revisions of the EIR, due to the involvement of new environmental impacts not considered in a previous EIR on the project:
>
> (b) There are substantial changes with respect to the circumstances under which the project is to be undertaken, such as a change in the proposed location of the project, which will require major revisions in the EIR due to the involvement of new environmental impacts not covered in a previous EIR."

The development of a Land Use and Circulation Element formulates as one of its objectives the allocation of land use and circulation facilities to undeveloped areas of the community. The subsequent impact that results, therefore, comes not from existing development but mostly from the affects of the proposed new development. In this context the environmental analysis of a Land Use and Circulation Element is directed at the undeveloped areas of the community and the resultant impacts created by their development.

In March, 1973 the Planning Commission of Foster City approved the draft EIR for Neighborhood 6 and November 14, 1973 approved the EIR for Neighborhoods 7, 8A, Town Center and the Industrial Areas. These two EIR's represented all the remaining major undeveloped areas of the community.

It is proposed that as the above mentioned EIR's cover the same area and purpose as the Land Use and Circulation Element, these EIR's constitute the EIR for the Land Use and Circulation Element as provided for under Section 15067 and that they be, subsequently, included and made a part of this report.

Both EIR's were based upon the uses allocated under the former General Plan. This Element proposes certain changes to the former General Plan, however, such changes are not felt to be significant enough in the areas of population, residential densities, school enrollment and traffic to warrant a new EIR for this specific Element.

It is intended that the differences between Plans be indicated and that this Element be related to other public plans.

Differences Between Plans

In order to clarify differences between the former Plan and this Element differences are discussed on an area basis.

Neighborhood #5

The former Plan proposed that with the exception of the frontage on Shell Blvd. the neighborhood would be developed in Townhouses and the islands in Garden Apartments. The only change under the new Element would be that the islands be developed in Condomiums rather than apartments.

Both residential uses require the same density of development, therefore, there would be no significant change. The uses along Shell Blvd. are the same in both Plans.

Neighborhood # 6

Both plans propose the same uses for this neighborhood.

Neighborhood #7

Of all the neighborhoods this one has the greatest number of changes.

(1) Streets

The former General Plan showed Edgewater Blvd. terminating at the island in the east end of Neighborhood 7. This Element proposes that Edgewater Blvd. be extended southerly to a connection with the Laurie Meadows overcrossing in Redwood City. This proposal would create an additional egress and ingress to the City. Because of the increased traffic demand created by such an addition, it is further proposed that Edgewater Blvd. south of Beach Park Blvd. be widened. The construction of this extension would reduce traffic on East Hillsdale between El Camino and Edgewater Blvd.

(2) Schools

The former General Plan proposed a combined elementary-middle school at the east end of Neighborhood 7, and an elementary school at Boothbay. The Land Use and Circulation Element eliminates the double school and converts the Boothbay school to a park area. An elementary school is now proposed just west of Edgewater Blvd. on the proposed collection street, and a new middle school across the street to the south in Neighborhood 8A.

The results of this proposal is to eliminate one elementary school and to relocate the others to better serve the student distribution.

(3) Parks

The total park area as shown in the former Plan would be slightly reduced as a result of the school and street relocations. However, a more functional consolidation of regional park area is proposed.

(4) Commercial

The commercial area as shown on the former General Plan is proposed to be relocated to the south end of the proposed extension of Edgewater Blvd. This would now place the commercial facility on a major street at a major entrance to the City.

(5) Residential

It is proposed that the same basic area and type of residential use be provided, except that it would be slightly rearranged as a result of school, park, commercial and street relocations.

Town Center

The area of the Town Center or core area has remained the same as was proposed in the former Plan. The major street system has been modified under the new Element by the establishment of an interchange on U.S. 92 which connects with the extension of Edgewater Blvd. northerly. The overcrossing connection with Altair Blvd. has been eliminated.

There are also modifications to the collector street system which involves connecting the interchange at Mariners Island with the interchange at Foster City Blvd. Such a system would substantially relieve traffic on East Hillsdale between Edgewater Blvd. and Foster City Blvd. It would also provide a convenient access from U. S. 92 to the Town Core via the Foster City Blvd. exit.

Industrial District

The areas for industrial purposes are the same for both plans. It has been proposed under the new Element, however, that there be a special study prepared for the north shoreline area.

Pathway System

The former Plan showed a circumferential park system surrounding the City. This proposal has been expanded under the new Element to include the delineation of an internal pathway system connecting parks and schools and designating certain streets for bikeways.

Relationship of Element to Other Public Plans

This report, the Land Use and Circulation Element represents the second set of elements to be prepared as part of the total Foster City General Plan revision program. They are being compared to other local plans which have been adopted and which later may be revised as part of the total General Plan Revisions.

1972 General Plan

The Land Use and Circulation Element is in many ways similar to and generally consistent with the 1972 General Plan. The 1972 General Plan was basically a land use and thoroughfare plan and did not detail the other elements which are now presently required and are now being prepared.

Future Elements

It should be noted that as other elements are prepared it may be necessary to re-evaluate these elements in order to establish an overall plan consistency; this is not an unusual situation and, in fact, an annual re-evaluation of the General Plan is a mandatory requirement of State Law. For example, seismic and geologic hazards are included in the rationale for open space conservation, but will be more completely dealt with in the Seismic Safety Element.

Other Public Plans

The Land Use and Circulation Element report is consistent with regional plans of other agencies on the same subject. The Bay Conservation and Redevelopment Commission's (BCDC) primary concern is San Francisco Bay and the City's adopted shoreline Plan. Bay Plan Map 8 indicated a waterfront park, beach use area on the Foster City shoreline of the slough, extending from the San Mateo-Hayward Bridge to a point approximately three-quarters of the way down the slough. In addition, the map indicates that there is a proposed marina on the Foster City side of the slough within the waterfront park priority use area.

San Mateo County Plans are dated and currently under review . Their adopted Plan reflects a consistency with this Element.

A review of the City of San Mateo's General Plan indicates present compatibility particularly in those areas where the two cities have common boundaries. Some aspects of the circulation system will require joint considerations of U. S. 92, Hillsdale Blvd., and Edgewater Blvd. connections with U. S. 101. Third Avenue is proposed as a major street on both City Plans.

RESOLUTION NO. 87-59

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOSTER CITY AMENDING THE FOSTER CITY GENERAL PLAN (LAND USE AND CIRCULATION ELEMENT) TO CHANGE THE DESIGNATION OF A ±5.1-ACRE SITE LOCATED AT THE NORTHWEST CORNER OF EDGEWATER AND EAST HILLSDALE BLVDS. (APN 094-523-100) FROM CONDOMINIUM RESIDENTIAL TO APARTMENT RESIDENTIAL — LEVITT PROPERTIES, INC. — GP-2-86; EA-6-86

CITY OF FOSTER CITY

BE IT RESOLVED by the City Council of the City of Foster City as follows:

WHEREAS, Levitt Properties, Inc., has requested City Council approval of an amendment to the Foster City General Plan (Land Use and Circulation Element) to change the designation of a ±5.1-acre site located at the northwest corner of Edgewater and East Hillsdale Blvds. (APN 094-523-100) from Condominium Residential to Apartment Residential; and

WHEREAS, the land use change shown on Exhibit A attached hereto is the subject of said General Plan Amendment, and Exhibit B attached hereto indicates the changes to the current General Plan; and

WHEREAS, on March 5, 1987, the Planning Commission recommended City Council certification of a Final Environmental Impact Report (FEIR) (SCH #86081215; EA-6-86) dated March 1987, with mitigation measures identified therein in regard to a proposed 212-unit Lifecare Elderly Residential Community, 35-bed health care facility, and supporting parking and amenities; and

WHEREAS, on March 16, 1987, the City Council certified the FEIR (SCH #86081215; EA-6-86) with mitigation measures identified therein in regard to said proposed 212-unit Lifecare Elderly Residential Community, 35-bed health care facility, and supporting parking and amenities; and

WHEREAS, a Notice of Public Hearing was duly posted for consideration of the proposed General Plan Amendment at the City Council meeting of March 16, 1987, and on said date, the Public Hearing was opened, held and closed.

NOW, THEREFORE, BE IT RESOLVED that the City Council finds the proposed General Plan Amendment, as specified in Exhibits A and B attached hereto, will not be detrimental to the health, safety, morals, comfort, or general welfare of the persons or property in the neighborhood or to the City of Foster City.

BE IT FURTHER RESOLVED that the City Council finds the proposed General Plan Amendment, as specified in Exhibits A and B attached hereto, is compatible with surrounding land uses and assists the City toward attaining its housing goal of providing a variety of styles and tenure as set forth in the City's General Plan/Housing Element.

BE IT FURTHER RESOLVED that the City Council approves and adopts the proposed amendments as specified in Exhibits A and B attached hereto and gives notice of intention to rezone the land in question, to conform to the amended General Plan.

PASSED AND ADOPTED by the City Council of the City of Foster City at the regular meeting held on 16th day of March, 1987, by the following vote:

AYES: Councilmen Battaglia, Chinn, Fitzgerald, Martinson, and Mayor Oliver

NOES: None

ABSENT: None

ABSTAIN: None

John D. Oliver

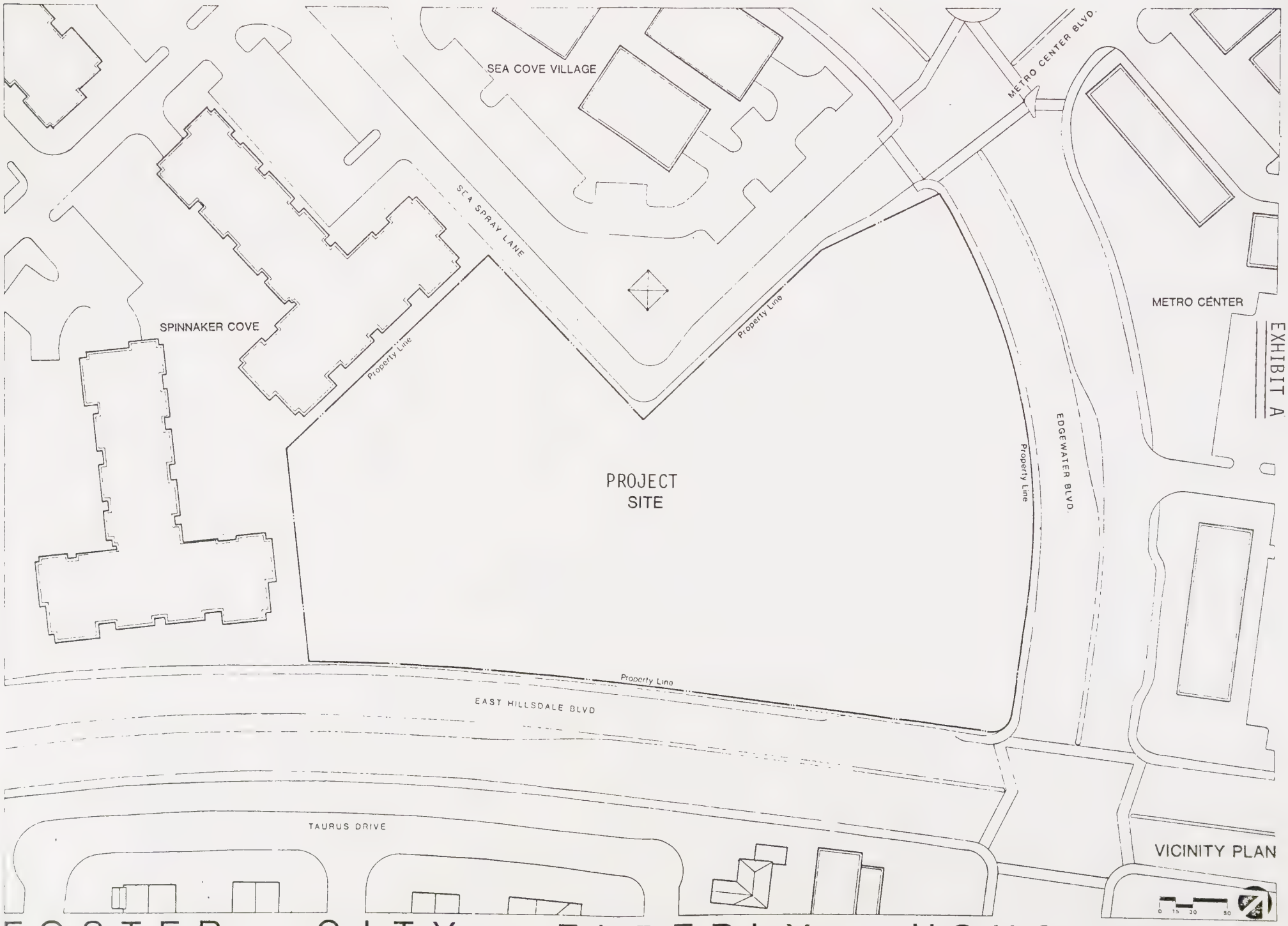
JOHN D. OLIVER, MAYOR

ATTEST:

MARVELL L. HERREN, CITY CLERK

Foster City Elderly Housing/Lifecare Community, Northwest Corner of Edgewater and E. Hillsdale Blvds. (APN 094-523-100)
From Condominium Residential to Apartment Residential (GP-2-86)

GENERAL PLAN AMENDMENT



FOSTER CITY ELDERLY HOUSING

FOSTER CITY • CALIFORNIA

LEVITT PROPERTIES • HARDISON KOMATSU IVELICH & TUCKER

EXHIBIT B

GENERAL PLAN AMENDMENT — ±5.1-ACRE SITE LOCATED AT THE NORTHWEST CORNER OF EDGEWATER AND EAST HILLSDALE BOULEVARDS (APN 094-523-100)

1. This area is currently designated "Condominium" residential on the General Plan and should be changed to "Apartment" residential. A change of zone will be required and must be approved by the City Council.

2. The change in General Plan designation and zoning (General Development Plan) is necessary because the proposed 212-unit Lifecare Elderly Residential Community with supporting parking and amenities is more appropriately classified as an apartment use than a condominium use.

3. This site, in conjunction with surrounding and continguous parcels, was redesignated in 1979 via Planning Commission Resolution No. P-73-79 and City Council Resolution No. 79-99 from "Town Center" on the General Plan to "Condominium".

4. The Land Use and Circulation Element of the Foster City General Plan is the subject of a current major study and revision which is scheduled for completion in 1987, and which will locate the subject parcel and identify it as "Apartment" residential within the body of new document.

5. The following information, current as of January 1987, supersedes dwelling unit count information as provided on pages 19 (Table G) and 40 (Table L):

Unit Type	Total
Single Family (including townhouses)	6,124
Apartments	2,467
Condominiums	2,044
TOTAL UNITS	10,635

(Source: Department of Planning and Development Services, Building Division)

6. Page 15 of the Land Use and Circulation Element should be revised to more accurately reflect remaining undeveloped areas within the City.

7. The acreages and percentages in Table F on page 18 should be revised accordingly.

8. Exhibit G on page 41 of the Land Use and Circulation Element should be revised to show "Apartment" use on the subject site.

9. Beginning on page 42 and carrying over to page 43, residential land use designations should be revised to indicate that, in accordance with the recently adopted Housing Element (March 3, 1986), in order to facilitate the construction of senior-citizen oriented housing, higher densities are allowed and encouraged in all residential land use designations subject to the provisions of the City's Senior Housing Overlay District.